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American Railroad Journal.

New York Saturday, October 7, 1871.

TRUNK LINES AND LAND GRANT RAILROADS.

We desire to invite the attention of careful and conservative investors to a few facts of vital importance to them in making their investments. The General Government has long since ceased to be a borrower of money, and on the contrary for a long time has been buying and cancelling its bonds. Recently the Secretary of the Treasury, in addition to the regular monthly purchases of Government obligations, called in \$100,000,000 of 5.20 bonds. Under these circumstances investors have been compelled to look elsewhere for a profitable investment for their capital, and the first mortgage bonds of American railways are now the favorite security. The purchases of bonds by the Treasury have advanced the price of Government bonds to a point where they pay a comparatively low rate of interest. The greatest success in American railways can be found in the history of those roads known as Trunk Lines, which combine the benefit of through and local traffic. The gross earnings of the leading trunk lines of railroads in this country form a striking illustration of the above fact, as will appear in the following statement of their earnings for 1870:

New York Central.....	\$22,363,319
Erie.....	16,179,461
Pennsylvania Central.....	17,531,707
Baltimore and Ohio.....	9,371,427
Lake Shore.....	13,457,540
Ohio and Mississippi.....	3,188,137
Toledo and Wabash.....	4,544,640
Hannibal and St. Joseph.....	3,340,224
Union Pacific.....	7,625,277
Central Pacific.....	7,920,710

Total for ten roads.....\$105,522,442

The St. Joseph and Denver City Road is already constructed from St. Joseph to Marysville, from thence far into Nebraska, and is being rapidly completed to Fort Kearny, on the Union Pacific Road. The St. Joseph and Denver City Road will shorten the distance between the Atlantic and the Pacific coast from 80 to 232 miles, according to the different routes named above. The ten leading trunk lines of road mentioned in the preceding table comprise but a part of the railroads that will contribute to the passenger and freight traffic of the St. Joseph and Denver City Road, which is destined to become the new short line between the Atlantic and Pacific States, and which must share liberally in the enormous business represented by the grand total of \$105,522,442, gross earnings of the ten leading trunk lines, in the above statement. This of itself is sufficient security for the payment of the interest and principal of the 8 per cent. first mortgage sinking fund land grant bonds of the Company, Western Division, now on the market.

But as a great additional security the Company has a United States land grant of 1,500,000 acres of the richest agricultural lands in the West. In previous communications to the public we have taken occasion to advert to the great value of land grants to railroad companies, and will now only mention the fact that the land grant of the St. Joseph and Denver City Railroad Company is worth over \$18,000,000 at the present price of the lands of the Illinois Central Company. The lands cannot be sold for less than \$4 per acre, and the proceeds of the same are applied to the sinking fund for the extinguishment of the bonded debt of the Company. This loan was originally for \$5,500,000, but has been largely reduced by sales to investors, including many shrewd business men

who know and appreciate bonds which combine liberal income with great security.

The bonds are for the present offered at 97 1-2 and accrued interest, and we have no hesitancy in recommending them as an investment securely guarded both as to interest and principal. Parties desiring to participate in the division of the remaining balance of the loan are requested to make early application, in view of the possibility of an advance in the price of the bonds. The bonds of the Eastern Division of the St. Joseph and Denver City Railroad Company were originally marketed by our firm at 97 1-2, and are now current in the market at 102. We continue to deal in these bonds the same as Government bonds good opportunity to convert their Governments and other securities. Investors will find this a and other high-priced bonds, with the advantage of a higher rate of interest and perfect security. Maps, pamphlets, and full information in regard to the Company can be had on application.

TANNER & CO., Bankers,
No. 11 Wall Street.

The Pencoyd Iron Works.

These works, located at the Falls of the Schuylkill, near Manayunk, Philadelphia, on the line of the Philadelphia and Reading Railroad, make a specialty of rolled and hammered car and locomotive axles and line shafting. These works were built in 1851. The working force is now 220 men, there are fourteen puddling and five heating furnaces, three 3000 pounds steam hammers, and one 1000 pound steam hammer. All the work is moved about by surface and elevated railways. They turn out 1200 axles per week, and 8000 tons shafting annually. All these axles are sufficiently tested to insure their excellence, and they stand deservedly high among railway men.

The work of building a railroad between Port Limon and San Jose, Costa Rica, has been confided to Henry M. Keith, Esq., late general superintendent of the Callao, Lima and Owyo Railroad, Peru, and his departure for Central America on that mission was made the occasion of a banquet in his honor in Callao, on the 12th ult. The employees of the last named road and residents thereon have also made up a handsome fund, which has been forwarded to our fellow citizen, W. R. Grace, Esq., in order to procure a service of silver plate as a testimonial of their esteem, for presentation to Mr. Keith.

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1870 and 1871, have been as follows:

	1870.	1871.
From passengers....	\$1,914,921 75	\$1,738,181 38
" freight.....	2,634,438 87	3,072,557 58
" mails.....	41,884 68	48,288 82
" miscellaneous..	116,042 67	119,047 37
	\$4,707,287 97	\$4,978,070 15

Expenses, viz:

Repairs of road....	\$715,759 05	\$852,506 87
" buildings..	160,862 28	158,777 35
" locomotives	266,415 03	271,562 76
" cars.....	271,650 40	413,403 56
Locomotive service..	147,252 14	172,482 06
Train " ..	159,753 18	190,304 24
Station " ..	627,816 41	709,372 87
Fuel.....	364,846 80	471,731 25
Oil and waste.....	54,908 69	64,362 18
Stationery.....	44,615 45	37,544 47
Taxes.....	114,083 96	82,724 27
Telegraph.....	38,976 81	38,585 11
Miscellaneous.....	49,006 75	74,847 46

\$3,013,914 95 \$3,538,204 45

Net earnings...\$1,693,373 02 \$1,439,865 70

Compared with the previous year the gross earnings show an increase of \$270,732 18, with an increase in expenses of \$424,289 50—making the decrease in net earnings \$153,507 32.

The earnings from passengers show a decrease of \$176,740 37, and the earnings from freight, an increase of \$438,118 71, with an increase in miscellaneous of \$9,403 81.

Passenger earnings per mile were \$6,120 35, freight, \$10,818 86, miscellaneous, \$589 19—total, \$17,528 40, an increase compared with the previous year of \$953 46.

The expenses of operating the road (not including taxes) were \$3,455,480 18, or 69.41 per cent. In 1870, they were 61.6 per cent., in 1869, 59 per cent., in 1868, 48.38, and in 1867, 62.61. The expenses, including taxes, the past year, were 70.3 per cent., against 64.3 per cent. in 1870, 61.21 in 1869, 60.71 in 1868, and 65.35 in 1867.

The following is a comparative statement of the earnings of the entire line; including branches, for the fiscal years ending May 31—

	1870.	1871.
Passengers	\$1,914,921 75	\$1,912,278 07
Freight.....	2,634,438 87	3,329,630 70
Miscellaneous	157,927 35	178,214 62

\$4,707,287 97 \$5,420,123 39

Operating expenses..	\$2,899,830 99	\$3,774,850 51
Taxes.....	114,083 96	86,160 84

\$3,013,914 95 \$3,861,011 35

Net earnings.....\$1,693,373 02 \$1,559,112 04

The ratio of expenses to earnings in 1871 is 71.11, against 64.08 in 1870; exclusive of taxes, 69.98 in 1871, against 61.60 in 1870. The President in his report says:

The gross earnings this year cannot justly be compared with those of last year, because, since the last report, this company has been operating the Grand River Valley Road under a lease, and the earnings of that road are included, as they will be in the future, in the reports with the gross receipts of the company.

The Kalamazoo and South Haven Road, also, during a part of the past year, has been so operated, and its earnings also included in the above statement.

The operating expenses of these roads have also been included in the operating expenses above stated.

The gross earnings of the Main Line, which

alone can properly be compared with the last year's earnings, have been in excess of those of that year by \$270,732 18; while the gross earnings of all the lines operated have been in excess of those worked then by \$712,835 42. It will be seen, however, that the gross expenses have exceeded those of last year by \$847,096 40, leaving as net earnings below those of last year, \$134,260 98.

The gross expenses of operating the road, therefore, have been, in proportion to earnings, much larger than they were the year before. This has resulted from a combination of causes not likely again to occur. The increase of tonnage, or of the volume of business, in the first place, was so great that the road and its sidings had become inadequate to the demand upon them. The number of trains was greatly in excess of those of any previous year, and of any anticipation of the managers, and there was not provided, as there should have been, a sufficient quantity of sidings for their passage, which led to great difficulty and delays, and increased expense by reason thereof. The great number of trains, and the weight of the business, and the high degree of speed for passenger trains were such that the iron rail gave way very rapidly, and compelled renewals, at great expense, in the most difficult season of the year for such work. Large quantities of iron and other material for the construction of new roads, have been passing over the road at low rates of freight, and, during about six months of the first part of the year, in consequence of disagreements between the New York Central and Pennsylvania Roads, the rates on West-bound business were totally destroyed, and that business, during about that long period, was done for about the cost. Some of these causes have resulted in greatly diminished earnings below what they would otherwise have been, and all of them have contributed to enhance the operating expenses unduly in proportion to the gross earnings. All of them will not be likely to be at work at the same time again. The weight of business passing over the road, and the consequent rapid wear of the iron rail, have proved that the use of the iron rail on the Main Line is not true economy. There have been removed and repaired, in the main track, during the year, one hundred and four miles of rail, of which fifty-nine and a third miles have been re-rolled, and about forty-four miles taken up, repaired and replaced in the track. With the large traffic passing over it, the life of the iron probably cannot be, at the outside, more than three years, while the experiments tried by this company, as well as by others, furnish conclusive proof that the steel rail of the quality we have heretofore used, will average at least ten times as long as the iron. The cost of the steel in the track is about one-third greater than iron.

Under these circumstances the Board have resolved to lay the whole distance between Detroit and Jackson, where the business of the road from its various lines comes upon one track, with steel rail, which work is now going on, and will be mainly accomplished during the present year; and upon the same portion of the road there will also be laid ten or more miles of additional sidings. This will not only give the means of doing the business of the road between Jackson and Detroit, where it crowds the most, with despatch, but will it is believed, for many years relieve the company from one of its largest charges in working the road, viz.: the renewal of the rails where they are most liable to deterioration.

From Jackson, west, the company has a double line of road to Niles, upwards of one hundred miles, the old line by the old route and the Air Line direct from Jackson to Niles, and at some points south of the old road about thirty miles.

This Air Line is laid, all the way, with rails from the Scranton Works in Pennsylvania, which are of iron of harder quality than almost any in this country.

The road is free from grades or curves of any importance in its working, and the heavy through business of the road will, to a large extent, pass over it.

The road is better able to bear the burden, and

will relieve the other line of much of the very heavy traffic.

In the future, therefore, it may reasonably be expected that the annual cost of one of the largest items in the expense of the management will be very largely reduced, while the permanency and better quality of the rail will also have a large effect in reducing the cost of the maintenance of machinery and rolling stock.

The completion of the Air Line, from causes beyond the control of the Board, has been delayed beyond expectation, and has cost, we regret to say, considerably more money, also, than was anticipated.

By the terms of the agreement with the Michigan Air Line Railroad Company, that company was to complete the road as a first-class road in all respects, according to specifications, with all its appurtenances, and this company was to become the lessee of it at such rent as would pay the interest on bonds secured upon the road at the rate of \$18,000 per mile, excepting that this company was to build the station-houses and pay all they might cost over \$50,000.

The Air Line Company relied upon the bonds of the municipalities through which the road runs, to aid it in the construction. The decision of the supreme court of Michigan, that all such bonds were invalid, deprived it of much of its means and the result was, that before the road was complete the other means provided were exhausted. The deficit, under the circumstance, could only be supplied by this company.

The amount has been in excess of the amount of construction bonds secured by mortgage on the line between Jackson and Niles, and may exceed it by \$200,000..

It is an excellent road, the road-bed is well made and well ballasted and tied, and in all its appointments the road is one of the best class. The country through which it runs is equal to any in the State, and well cultivated. It has yet been hardly opened fully for use, though trains are running over it. By July 1st the fencing will be in full operation, though some station-houses will remain yet to be completed. It is yet premature to state what will be its value.

The decision of the supreme court also affected the means of the Kalamazoo and South Haven Railroad Company in the same manner as above stated relative to the Air Line, and that road has only been completed since the opening of the spring.

Its mortgage debt is about \$18,000 a mile, and the road is leased by this company with an agreement to pay the interest on the bonds. It cannot yet be said what will be its value. It runs through a lumber as well as to some extent a farming country, and makes connection with the Chicago and Michigan Lake Shore Railroad about thirty miles west of Kalamazoo, with which it will interchange, and from which it will derive much business.

The Grand River Valley Railroad, which came into the possession of this company under an agreement to work and manage it at a fixed compensation to its stockholders, about the time of the last Annual Report, in an unfinished condition and, though trains were then running over it, hardly in order to do business, has since been completed in its appointments and is, and has been most of the year in good order and is developing a healthy and steadily increasing business, and promises to become of much value to this company.

Since the last report there has been built and opened for business a road branching from the Michigan Central to Hillsdale, sixty miles long, through an excellently cultivated and fertile country, and though this company is in no way pecuniarily interested in that road and it will be managed by its stockholders, yet it cannot but be tributary to the business of this company, over whose road its business must pass for thirty miles, to Detroit.

The Fort Wayne, Jackson and Saginaw Railroad, also, has been opened from Jackson, through, to Fort Wayne.

The Chicago and Michigan Lake Shore Road, from New Buffalo along the shore of Lake Michigan north to Muskegon, Whitehall and Montague, about 150 miles, is about being opened for business.

Both these roads will contribute to increase the business of this company.

The stimulus which has been given to enterprises of all kinds by the success which has attended many, and by an abundant currency, will continue until some revulsion in the finances of the country shall take place.

There are multitudes of projected roads in this State, and some of them are building, but the Board do not in any of these see anything which should tempt the company to any connection with them. So far as possible, it has controlled those most likely to injure it, when built, and which might, if controlled by it, become tributary to it. The policy, even to this extent and from such motives, may be hazardous, and whether wise yet remains to be proved.

It remains now to fully equip the roads for business and make perfect the Main Line, and be prepared to do all the business passing upon them with the utmost possible economy, and though other roads building and to be built will more or less affect its business, it is believed that its rapidly increasing volume, with diminished expenses, will enable the company to realize a larger net result than in the past.

There have been put upon the road during the past year 19 new locomotives, and, including 9 from the Grand River Valley Road, the whole stock upon the road at this time is 128.

There have also been added to the rolling stock 52 Blue Line Cars, 212 freight cars, making freight cars now on the road 1,914.

There has been expended for land at Jackson, to be used for repair shops, \$23,911 31, and at Grand Rapids, for depot grounds for Grand River Valley Railroad, \$37,204 95.

The whole amount expended for all the various purposes in construction and addition to the property of the company, including expenditures upon the Air Line and Grand River Valley Division, and for the additional cars and locomotives, has been the large sum of \$973,682 69—of which there has been for locomotives, \$196,344 80; and for cars of all kinds, \$160,798 00; for additional sidings, about \$62,000 00.

Except for additional motive power and rolling stock, and such amount as may be proper to be charged to construction on account of re-laying the track with steel, it is believed that all such, or nearly all such expenditures will be unnecessary in the future.

The funded debt charged upon the Michigan Central Road proper is now \$3,324,988 89 Less the amount in sinking funds.. 1,474,383 38

Net bonded debt.....\$1,850,605 51
The capital stock now stands at...\$14,665,848 00
The bonded debt is..... 3,324,988 89

Bonded debt and stock together...\$17,990,836 89
Or, less the amount in sinking fund 1,474,383 38

\$16,516,453 51

The stock has been increased since last year by \$1,139,000, made necessary to meet the cost of the various works herein alluded to, and by \$301,000 by conversion of bonds, in all, \$1,440,000.

In addition to this, however, are the amounts of the bonds secured upon the tributary roads herein mentioned, viz., bonds, bearing eight per cent., on the Grand River Valley Road, \$1,500,000, bonds secured on Air Line from Jackson to Niles, \$1,900,000, bonds on Kalamazoo and South Haven Road, \$710,000, bonds on Joliet Branch, \$800,000.

Though this company is not directly liable for all these securities, yet they rest upon roads worked by it, either under leases or working arrangements, which are equivalent to them.

The establishment, a few years ago, of through lines of cars for freight has resulted in working a

rapid and permanent change in the business of railroads. It avoids, very much, both the expense and delays in transportation between the distant sections of the country. It enables them to compete more successfully with the water communications and has brought large accessions to the business of the roads.

On the Michigan Central, during the past year, the increase of tonnage has been more than thirty-four per cent., and it has been impossible to enlarge our facilities and means for doing it, sufficiently fast to keep pace with it.

This increase of the volume of business is, however, encouraging to stockholders, and upon the road of this Company, with double lines more than a third of the way between Chicago and Detroit and with steel rails from the point where the two lines come together to the Eastern terminus, and ample double track or siding to accommodate the trains, it seems reasonable to expect, not only very largely increased earnings in the future, but also very largely diminished expenses, as compared with the past.

The improvements making in the track which have been and will be expensive are, however, indispensable, and with the constant effort to get shorter lines by all rivals, the Air Line was a necessity as well as a convenience in doing business.

This line, shortening the distance as it does between Detroit and Chicago, and the Loup Line in progress of construction by the Great Western Railway Company, securing the shortest possible line to Buffalo and connections with all the roads there, gives to the two companies as short and direct a line between Chicago and Buffalo and the Bridge and consequently between Chicago and the seaboard, as can possibly be made on either side of Lake Erie, and with greatly more advantages than can be acquired by any other line of roads, while it will be entirely free from the heavier grades and sharper curves found on the roads further south and passing across the mountains. The arrangements made more than a year ago between this company and the Great Western, for a more harmonious working of the roads of the two Companies, have been productive of much good to both and may wisely be continued.

The cordial understanding has enabled the two Companies to work with more unity of purpose, and it will be in future, as it should be, the purpose of the managers of both to regard the interests of the whole line as one, and there seems to be no season to doubt that both may work together as effectually as if the lines were consolidated, which should be their great object. The purpose of a consolidation and all its beneficial effects, it is hoped, may thus be obtained while the objections will be avoided.

It gives great pleasure to state the improved condition of the Great Western Road within the past year.

Its track is now equal to that of any in this country, and it is managed with a degree of vigor, and with a regularity and punctuality, so far as its trains are concerned, to which it has never before attained, and quite equal to the best managed roads of this country in all these respects. It cannot fail, so managed, to add to the strength and popularity of the whole line.

The joint traffic with the Grand Trunk Road has continued to increase, and the equipment now on that road for through business, and the strength the line is acquiring in consequence of it, is giving to that business a value which all the time increases in importance.

The connection made by the Erie Road at the Bridge, with the Great Western Road, during the past year, is an important event for the North Shore line of roads.

By the road built by it from the Bridge to Buffalo, live stock and other freight is sent through without change of cars. It will become an important avenue of traffic, through as well as local.

The total number of passengers carried during the year was 814,493, of whom 139,280 were through, and 675,213 way. Total number of tons of freight moved, 1,105,875.

INCOME ACCOUNT.

Balance from previous year.....	\$895,722 72
Receipts of road from June 1, 1870, to June 1, 1871.....	4,909,317 91
Receipts of branch roads less operating expenses.....	197,838 62
	\$6,002,879 25
Dividend, 5 per cent. July 5, 1870..	\$661,385 00
" " Dec. 31, 1870..	689,365 00
U. S. Gov. tax on dividends, etc....	36,169 69
" " receipts.....	22,885 52
Expenses, including local taxes....	3,538,204 45
Interest and exchange account....	160,848 50
Balance to new account.....	894,521 09
	\$6,002,879 25

The company have 128 locomotives—88 burning wood and 40 burning coal. Miles run by locomotives with passenger trains, 972,288; with freight trains, 1,542,882; working trains, 221,173; switching trains, 468,431—total, 3,204,774.

The cars are classified as follows: 59 day coaches, 9 Pullman Sleeping cars, 34 second class and emigrant, 27 baggage and mail, 58 cabooses, 346 stock, 795 merchandise, 289 Blue Line, 21 refrigerator, 405 platform, 215 hand, 114 rubble, and 31 wood cars.

GENERAL ACCOUNT.

Construction account.....	\$16,724,868 10
Cash on hand, and loaned on call.	75,587 40
Materials on hand.....	399,133 86
Assets in hands of O. Macy, General Receiver.....	132,794 04
Assets in hands of James F. Joy, President.....	208,199 89
Joliet and Northern Indiana Railroad stock.....	168,225 00
Chicago land account.....	168,293 67
Jackson land account.....	23,911 31
Advance to Jackson, Lansing and Saginaw Railroad Company.....	105,000 00
Sundry accounts.....	52,907 78
Grand River Valley Railroad Co..	618,309 22
Michigan Air Line Railroad Co..	2,281,459 48
Kalamazoo and South Haven Railroad Company.....	39,188 19
Jackson, Lansing and Saginaw Railroad bonds.....	42,735 00
Chicago and Michigan Lake Shore Railroad bonds.....	6,650 00
Joliet and Northern Indiana Railroad construction.....	4,207 89
	\$21,051,470 83
Capital stock.....	\$14,665,848 00
6 per cent sterling bonds, convertible, 1st mortgage payable Jan. 1, 1872.....	467,488 89
8 per cent. convertible, 1st mortgage bonds, payable Oct. 1, 1882....	563,000 00
8 per cent. convertible, 1st mortgage bonds sinking funds, payable Oct. 1, 1882.....	2,294,500 00
8 per cent. bonds (Air Line mortgage) payable Jan. 1, 1890.....	1,900,000 00
Money borrowed.....	128,817 18
Bills payable.....	104,063 69
Unpaid dividends.....	4,243 00
U. S. Government 2½ tax.....	4,158 76
Fort Wayne, Muncie and Cincinnati Railroad Company.....	24,830 22
Income account, balance.....	894,521 09
	\$21,051,470 83

President.—JAMES F. JOY.

Vice President.—NATHANIEL THAYER.

Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, Erastus Corning, H. H. Hunnewell, George F. Talman, Moses Taylor, Sidney Bartlett, John Jacob Astor.

Treasurer.—ISAAC LIVERMORE.

Superintendent.—H. E. SARGENT.

Auditor.—WILLIAM BOOTT.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	\$3,555,000	J. & J.	Jul. '71 3	Hartford and New Haven.100	4,796,925	J. & J. & O.	Oct. '71 3	Portl., Saco & Portsmouth.100	\$1,500,000	J. & D.	Jun. '71 6
American Central.100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph.100	4,151,700	Aug. '70 3	Aug. '70 3	Portl., Gt. Falls & Conway.100	170,000	J. & J.	July '71 4
Atlanta and West Point.100	1,332,200	J. & J.	July '70 4	Do. pref.100	5,078,224	Aug. '70 7	Aug. '70 7	Providence & Worcester.100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina.100	5,545,225			Hanover Branch, Pa. 50	116,850	M. & N.	May '71 5	Raleigh and Gaston.100	4,000,000	A. & O.	July '71 6
Atlantic & Gt. Western. 50	25,879,923			Housatonic.100	820,000	J. & J.	July '71 4	Rensselaer and Saratoga.100	6,000,000		Apr. '71 3
Do. pref. 50	1,919,000			Huntingdon & B'd Top. 50	615,950	J. & J.	Jan. '68 3	Richmond and Danville.100	847,100		
Atlantic & St. Lawrence.*100	2,494,900	M. & S.	Sept. '71 2	Do. pref. 50	212,350	J. & J.	Jan. '68 3	Richmond and Petersburg.100	1,041,800		
Augusta and Savannah.100	733,700	J. & J.	Jan. '70 3	Illinois Central.100	25,280,240	J. & J.	Aug. '71 5	Rich., Fred. and Potomac.100	88,400		
Baltimore and Ohio.100	13,151,902	A. & O.	Apr. '71 5	Indianapolis, Cin. & Lafayette.50	6,185,897	M. & S.	Sep. '67 4	Rome, Watert. and Og'n'b.100	2,998,900	J. & J.	July '71 4
Do. Washington Br.100	670,000	J. & J.	July '71 4	Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '68 5	Rutland preferred.100	1,831,400	F. & A.	Aug. '71 3
Baltimore City Passenger.100	1,250,000	A. & O.	Apr. '68 3	Joliet and Chicago.*100	1,500,000	J. & J. & O.	July '71 1	St. L., Alt. and T. Haute.100	2,300,000	Annual.	May '68 7
Bay de Noquet & Marq.100	995,500	J. & J.	Jan. '71 2	Joliet & North. Indiana.*100	300,000	J. & J.	July '71 4	St. L., Jack'nv. and Ohio.100	2,478,750		
Belvidere Delaware.100	600,000	J. & J. & O.	July '71 1	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '71 4	Sandusky and Cincinnati.100	2,089,000		
Berkshire.100	250,000	J. & D.	Jan. '71 2	Do. guar.100	533,500	F. & A.	Aug. '71 4	Sand., Mansf. and Newark.100	445,598	M. & N.	May '71 3
Blossburg & Corning.*100	110,000	M. & N.	May '71 5	Lackawanna & Bloomsb. 50	1,325,000	J. & J.	July '71 3	Savannah and Charleston.100	905,222		
Boston and Albany.100	19,150,800	A. & O.	Oct. '71 4	Leeds and Farmington. 50	2,158,568	J. & J.	Jan. '67 6	Schnylkill and Susquehanna. 50	1,269,150	J. & J.	July '71 6
Boston and Chelsea.100	459,400	M. & N.	May '71 3	Lehigh and Mahanoy. 50	8,739,800	M. & N.	Oct. '67 6	Second and Third St. (Ph.) 50	203,757	J. & J.	July '71 2
Boston, Concord & Mont.100	1,540,400	M. & N.	May '71 3	Lehigh Valley. 50	17,716,400	J. & J. & O.	Jan. '69 4	Schnylkill Valley. 50	678,050	M. & N.	Nov. '70 2
Do. pref.100	2,215,070	J. & J.	July '71 4	Lehigh Luzerne. 50	844,850	J. & J.	Jan. '69 4	Seaboard and Roanoke.100	868,200		
Boston and Lowell.100	4,471,275	J. & J.	July '71 5	Little Miami.*100	3,672,400	M. & S. D.	Sept. '71 2	Second Avenue (N. Y.).100	670,000		
Boston and Maine.100	3,700,000	J. & J.	June '71 5	Little Schuylkill.*100	2,646,100	J. & J.	July '71 3	17th & 19th streets (Ph.). 50	130,000		
Boston and Providence.100	400,000	J. & J. & O.	Oct. '71 2	Lomb. and South St. (Ph.) 25	3,000,000	M. & S.	Sept. '71 3	Shamokin V. and Pottsv. 50	869,450	F. & A.	Aug. '71 3
Broadway (South Boston) 50	2,100,000	F. & M. A. N.	Aug. '70 3	Long Island. 50	6,000,000	J. & J.	Jan. '69 3	Shore Line. 50	636,200	J. & J.	Jul. '71 3
Broadway & 7th Av. (N. Y.) 100	1,000,000	F. & M. A. N.	July '70 3	Louisv., Cin. and Lex. 50	1,623,482	J. & J.	Jul. '69 3	Sixth Avenue (N. Y.).100	750,000	M. & N.	May '71 3
Brooklyn City.100	399,800			Do. pref.100	8,850,912	F. & A.	Feb. '71 4	Somerville.100	75,000		
Brooklyn City & Newt'n.100	1,000,000			Louisville and Nashville.100	2,800,000	A. & O.	Dec. '70 3	South Carolina.100	5,819,275		
Buffalo, Bradford & Pitts.100	5,900,000	F. & A.	Aug. '70 4	Lowell and Lawrence.100	55,530	J. & J.	Jan. '70 3	South Shore.100	259,638		
Buff. New York & Erie.*100	1,327,000	M. & N.	May '71 3	Lowell Horse.100	2,500,000	J. & J.	July '71 5	South Western, Georgia.*100	3,939,900	F. & A.	Aug. '71 4
Burlington and Mo. Riv. 100	385,000	M. & N.	Mar. '71 10	Macon and Western.100	1,876,915	J. & J.	July '71 5	Staten Island.100	600,000	J. & J.	Jul. '67 4
Cambridge Horse (Boston) 100	5,847,300	F. & A.	Aug. '71 3	Mahanoy & B'd Mount.*100	3,400,000	M. & N.	May '71 5	Stony Brook.100	267,300	M. & N.	May '70 3
Camden and Amboy. 50	377,000			Maine Central.100	1,000,000			Stockbridge & Pittsfield.100	443,700	F. & A.	Aug. '71 3
Camden and Atlantic. 50	331,000			Manchester & Lawrence.100	2,029,778			Summit Branch. 50	250,000		
Camden & Burlington Co.100	915,577	J. & J.	Jul. '71 2	Marietta & Cincinnati. 50	8,130,719	M. & S.	Sep. '66 3	Syr., Bingham. and N. Y.100	1,314,130	J. & D.	July '71 4
Cape Cod. 50	447,000	J. & D.	June '71 3	Massachusetts.100	4,460,368	F. & A.	Dec. '70 3	Tannton Branch.100	400,000		
Cape May and Millville. 50	1,159,500	M. & N.	May '71 3	Memphis and Charleston.100	6,312,725	J. & J.	June '69 3	Tennessee and Alabama.100	599,922	J. & J.	July '71 6
Catawba.100	2,200,000	M. & N.	July '71 3	Memphis and Ohio.100	570,000	J. & J.	July '71 5	Terre Haute and Indiana. 50	1,985,150	J. & J.	July '71 6
Catawba, pref. 50	689,110	J. & J.	May '71 4	Metropolitan (Boston).100	1,250,000	J. & J.	July '71 5	Third Avenue (N. Y.). 50	1,750,000	J. & J.	May '71 2
Cayuga & Susquehanna.* 50	755,000	M. & N.	May '71 4	Middleboro' and Taunton.100	13,225,548	J. & J.	Dec. '70 2	Thirteenth and Fif. (Ph.). 50	2,700,000		
Cedar Rapids & Mo. pref. 50	4,666,300	J. & J.	July '70 5	Middlesex (Boston).100	19,429	J. & J.	Dec. '70 2	Tol., Peoria and Warsaw.100	1,700,000	J. & J.	January, 1870, 11 4
Central of Georgia.100	15,000,000	J. & J.	Oct. '71 2	Mill Creek and Minehill.* 50	400,000	A. & O.	Oct. '71 3	Tol., Peoria and Warsaw.100	1,700,000		
Central of New Jersey.100	2,425,000	J. & J.	June '71 3	Millville and Minehill.* 50	323,375	J. & J.	July '71 1	Tol., Wabash and West.100	1,400,000	M. & N.	May '70 3
Central Ohio.100	400,000	J. & D.	Jan. '71 2	Milw. & St. Paul.100	11,422,664	F. & A.	Dec. '70 7	Troy and Boston.100	607,111	J. & D.	Jun. '71 3
Do. pref.100	970,000			Milw. & St. Paul.100	11,422,664			Troy and Greenbush.*100	274,400	J. & D.	Jun. '71 3
Gen. Park, N. & E. River.100	350,000	J. & J.	Jan. '70 3	M. Hill & Schuylk. Haven 50	10,424,903	J. & J.	Dec. '70 7	Union Transport'n (Box).100	200,000	M. & N.	Nov. '70 3
Chenango.100	2,085,925	J. & J.	Sept. '71 2	Mobile and Ohio.100	3,856,450	J. & J.	July '71 3	Union (Phila.). 50	291,475	J. & J.	July '71 1
Cheshire, pref. red.100	8,925,500	M. & S.	Sept. '71 5	Montgomery & W. Point.100	4,269,320	J. & D.	Dec. '67 4	Utica and Black River.100	1,652,000	J. & J.	July '70 3
Chicago and Alton.100	2,425,400	M. & S.	Sept. '71 5	Mt. Carbon & Pt. Carbon. 50	1,644,104	J. & D.	Jun. '71 3	Vermont and Canada.*100	2,500,000	J. & D.	June '71 4
Chicago, Burl. & Quincy. 50	16,500,210	J. & J.	July '71 6	Morris and Essex. 50	11,900,950	J. & J.	July '71 4	Vermont Central.100	5,000,000		
Chicago, Iowa & Nebras.*100	1,000,000			Mt. Carbon & Pt. Carbon. 50	282,350	J. & J.	July '71 4	Vermont and Massachusetts.100	2,860,000	J. & J.	July '71 2
Chicago and Milwaukee.*100	2,247,000	J. & J.	July '71 6	Nashua and Lowell.100	720,000	M. & N.	May '71 5	Vicksburg and Meridian.100	357,408		
Chicago & N. Western.100	14,076,629	J. & J.	June '71 5	Nashville & Chattanooga.100	2,056,544	F. & A.	Dec. '70 5	Virginia Central.100	2,353,679		
Do. pref.100	20,370,293	J. & D.	June '71 5	Naugatuck.100	1,818,000	F. & A.	Dec. '70 5	Virginia and Tennessee.100	3,506,300		
Chicago, R. I. & Pacific.100	17,000,000	A. & O.	Oct. '71 4	New Bedford & Taunton.100	600,000	A. & O.	Apr. '71 4	Western Union.100	2,707,693		
Cin., Ham. & Dayton.100	3,500,000	J. & J.	Jan. '68 2	New Haven & N. London.100	788,538	J. & J.	Jan. '68 2	West Jersey.100	1,209,000	F. & A.	Aug. '71 4
Cincinnati City Passenger.100	428,646	M. & N.	May '71 3	N. Haven & Northampton.100	1,800,000	F. & A.	Aug. '71 3	West Philadelphia.100	249,100	J. & J.	July '71 5
Cin., Sand. & Cleve. pref. 50	192,750	J. & J.	May '71 3	New Jersey.100	7,297,200	J. & J.	Aug. '71 3	Wilm. and Weldon.100	1,463,775	J. & J.	Jan. '71 3
Citizens' Passenger (Phila.) 50	1,020,000	F. & A.	Aug. '71 3	New London Northern.100	1,003,500	A. & O.	Oct. '71 4	Worcester and Potomac.100	1,547,650	J. & J.	July '71 5
Clev., Col., Cin. & Ind.100	2,056,750	M. & N.	May '71 3	N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '71 4	Do. pref. 75	1,400,555		
Cleveland & Mahoning.* 50	7,494,588	F. & A.	Aug. '71 2	Do. pref. 50	44,428,330	J. & J.	July '71 4				
Cleveland and Pittsburgh. 50	6,000,000	F. & A.	Aug. '71 2	New York and Harlem. 50	8,500,000	J. & J.	July '71 4				
Cleveland and Toledo.* 50	1,786,800	M. & S. D.	Sept. '71 2	Do. pref. 50	1,500,000	J. & J.	July '71 4				
Columbus and Xenia.* 50	1,600,000	M. & N.	May '71 3	New York & New Haven.100	9,000,000	J. & J.	July '71 4				
Concord.100	850,000	J. & J.	July '71 3	N. Y., Provid. & Boston.100	2,000,000	J. & J.	July '71 4				
Concord & Fords, guar.100	600,000			Ning. Bridge & Cananda.*100	1,000,000	J. & J.	July '71 3				
Conna. & Passumps. R. pref. 50	2,084,200	F. & A.	Aug. '71 3	Norfolk & Petersburg.100	137,500	J. & J.	Jan. '71 3				
Connecticut River. 50	1,700,000	J. & J.	July '71 5	North Carolina.100	4,000,000	A. & J.	July '70 3				
Cumberland Valley. 50	1,316,900	A. & O.	Apr. '71 4	Northern Central.100	5,000,000	M. & N.	May '71 2				
Danbury and Neww. 50	400,000	quarterly		North Eastern (S. C.) pref.100	155,000	J. & D.	June '71 4				
Dayton and Michigan.*100	2,400,000			Northern of N. Hampshire.100	3,068,400	J. & J.	Feb. '71 5				
Delaware.*100	1,107,291	J. & J.	Jan. '71 3	North Pennsylvania.100	3,150,150	J. & J.	Aug. '71 5				
Del., Lackaw. & Western.100	16,277,500	J. & J.	Dec. '70 6	Norwich & Worcester.100	2,364,400	J. & J.	July '71 3				
Des Moines Valley.100	1,830,200			Ogdenah. & L. Champ'n.100	3,051,800	J. & J.	Oct. '71 4				
Detroit & Milwaukee.100	452,350			Do. pref.100	2,000,000	A. & O.	Oct. '71 4				
Do. pref.100	2,095,000			Ohio and Mississippi.100	19,995,847	J. & D.	Jun. '71 3				
D. Dock, E. B'd. & Bat.100	1,200,000	F. & M. A. N.	May '70 2	Oil Creek & Allegheny R. 50	4,259,450	J. & J. & O.	Oct. '71 2				
Dubuque and Sioux City.*100	5,000,000	J. & J.	July '71 2	Old Colony & Newport.100	4,959,020	J. & J.	July '71 3				
Do. pref.100	392,550	J. & J.	July '71 2	Orange and Newark.100	289,550						
East Mahanoy.100	4,062,600	J. & J.	July '71 4	Oswego and Syracuse. 50	482,400	F. & A.	Feb. '71 4				
Eastern (Mass.).100	492,500	J. & J.	July '71 4	Pacific of Missouri.100	3,711,196	J. & J.	Jan. '71 3				
East Penn. Va. and Ga.100	1,309,200			Panama.100	7,000,000	J. & J.	Jan. '71 3				
East Tenn. Va. and Ga.100	1,989,524			Paterson and Ramapo.100	248,000	J. & J.	Jan. '71 4				
Eighth Avenue (N. Y.).100	1,000,000	J. & J. & O.	Jan. '69 4	Paterson and Hudson River.100	630,000	J. & J.	July '71 4				
Elmira, Jefferson & Canand.* 50	600,000	F. & A.	Feb. '71 2	Pennsylvania.100	33,850,000	M. & N.	May '71 5				
Elmira & Williamsport.* 50	600,000	M. & N.	May '71 2	Peoria & Bureau Valley.*100	1,200,000	F. & A.	Aug. '71 4				
Do. pref. 50	600,000	J. & J.	Jun. '71 3	Peoria and Hannibal.100	600,000	J. & J.	Jul. '69 8				
Erie Railway.100	75,000,000	F. & A.	Feb. '66 4	Petersburg.100	1,320,200	J. & J.	Jan. '71 3				
Do. pref.100	8,533,910	Annual	Dec. '69 7	Philadelphia and Erie.* 50	6,004,200	J. & J.	Jan. '71 4				
Erie & Pittsburgh.100	999,750	M. & S. D.	Dec. '70 1	Do. pref. 50	28,849,800	J. & J.	July '71 5				
Evansville & Crawfordsv.100	2,143,445	J. & J.	July '71 4	Philadelphia and Reading. 50	1,561,80						

		Amounts outstanding.	Interest.		Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.		Amounts outstanding.	Interest.		Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	
National Securities Oct. 1, 1871.																		
Loan of June 14, 1868	registered	\$6,045,000	5	Jan. & July.	1874	105 1/2			Maryland—Eastern Shore R. R. Loan.	20,131	5	J. A. J. & O.	1890					
coupon		13,965,000	5	Jan. & July.	1874	110			.. Defense Loan Bonds.	3,651,398	5	"	"	1883	106			
Loan of February 8, 1861	registered	13,714,000	5	Jan. & July.	1880	117 1/2			.. Southern Relief Bonds.	100,000	5	"	"	1873				
coupon		4,701,000	5	Jan. & July.	1880	118 1/2			Massachusetts—State Scrip	324,000	5	Jan. & July.	74-75					
Oregon War Bonds of March 2, 1861	coupon	945,000	5	Jan. & July.	1881	110			..	275,000	5	April & Oct.	73-74					
Loan of July 1, and Aug. 3, 1861	registered	124,800,500	5	Jan. & July.	1881	117 1/2			..	320,000	5	May & Nov.	72-80	97 1/2				
coupon		64,520,700	5	Jan. & July.	1881	118 1/2			..	133,000	5	June & Dec.	72-77					
Loan of Feb. 25, 1862 (5-20s)	registered	80,560,050	5	May & Nov.	1882	112 1/2			.. Union Fund Loan of 1861	3,000,000	5	Jan. & July.	71-78	111				
(5-20s)	coupon	380,765,750	5	May & Nov.	1882	115 1/2			.. of 1863	600,000	5	"	"	77-78				
Loan of March 3, 1863	registered	53,352,650	5	Jan. & July.	1881	117 1/2			.. Coast Defense Loan.	200,000	5	"	"	1883				
coupon		21,647,350	5	Jan. & July.	1881	118 1/2			.. Bounty Loan of 1863.	4,379,500	5	May & Nov.	1894	98				
Loan of March 3, 1864 (5-20s)	registered	2,597,900	5	May & Nov.	1884	115 1/2			.. of 1864.	4,000,744	5	"	"	1894				
(5-20s)	coupon	41,610,500	5	May & Nov.	1884	115 1/2			.. War Loan (cur. 5-20 yr.)	3,505,000	5	Mar. & Sept.	1880	101				
Loan of June 30, 1864 (5-20s)	coupon	41,995,700	5	May & Nov.	1884	115 1/2			.. Western R. R. Loan, (stg.)	701,816	5	April & Oct.	1871					
Loan of March 3, 1865 (5-20s)	registered	44,339,900	5	May & Nov.	1885	116 1/2			.. T. & G. R. R. & Hoosac T. stg.	3,506,580	5	"	"	88-90	97 1/2			
coupon		120,662,800	5	Jan. & July.	1885	116 1/2			..	966,500	5	"	"	91-98	99			
.. 2d series (5-20s)	registered	65,081,650	5	Jan. & July.	1885	114 1/2			.. Southern Vermont R. R.	200,000	5	"	"	1890				
(5-20s)	coupon	169,685,800	5	Jan. & July.	1885	114 1/2			.. Eastern R. R.	50,000	5	Jan. & July.	1871					
.. 3d series (5-20s)	registered	91,037,800	5	Jan. & July.	1887	114 1/2			.. Norwich & Worcester	400,000	5	"	"	1877				
(5-20s)	coupon	235,847,650	5	Jan. & July.	1887	114 1/2			.. Bos. Hartf. & Erie (stg.)	3,599,924	5	"	"	1900				
.. 4th series (5-20s)	registered	12,411,000	5	Jan. & July.	1888	115 1/2			Michigan—Renewal Loan Bonds.	160,000	5	"	"	1878				
(5-20s)	coupon	26,931,900	5	Jan. & July.	1888	115 1/2			.. Two Million Loan Bonds.	1,621,000	5	"	"	73-83	100			
Loan of March 3, 1864, (10-40s)	registered	137,810,100	5	Mar. & Sept.	1904	111 1/2			.. War and Bounty Loan Bonds.	478,000	5							

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburgh:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	96
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	" "	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg p.d. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Burlington and Missouri River.						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	" "	1885	93	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
3d Mortgage, 1869.....	175,000	7	May & Nov.	" "	1881	....	Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Albany City Loan, 1865.....	1,000,000	6	" "	" "	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	" "	1879	....
Allegheny Valley:							Stock Bonds " "	1,246,800	8	Jan. & July.	" "	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	94	1st Mort. (Branch) bonds.....	900,000	8	" "	" "	1894	....
1st Mortgage, Eastern Extension	48,000	7	" "	" "	....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	95½
Special Bonds to State of Penn.	3,500,000	6	" "	" "	....	....	Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	96
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscoogin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros & Kennebec (Maine C.):							Sterling Bonds, \$288,600 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	" "	New York.	1875	97
Aitchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	" "	1883	91
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	90	Dollar Loan of 1889.....	866,000	6	March & Sept.	" "	1889	90
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	" "	1889	96
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	" "	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	London & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	....
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	" "	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	" "	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	....
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Atlantic and Pacific:							Cedar Falls and Minnesota (H.C.):						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mortgage (So. Pacific).....gold	7,250,000	6*	" "	" "	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund)...	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'96	90
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	" "	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s)...	484,000	6*	May & Nov.	" "	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	" "	" "	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96½	Central of New Jersey:						
Loan of 1860.....	579,500	6	" "	" "	1880	95½	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	....
Loan of 1863.....	1,710,500	6	April & Oct.	" "	1885	95½	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	" "	1890	102½
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1863 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1886	....
1st Mortgage (Bangor) loan....	583,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	" "	" "	1883	101½
Barclay Coal:							Income bonds.....	10,000,000	....	" "	" "	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,600	7	" "	" "	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	786,000	7	" "	" "	1895	....
1st Mort. guar. by M.C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (C.C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	" "	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	364,000	7	Jan. & July.	New York.	1888	....	Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	93
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (") ..	186,500	6	" "	" "	1872	....
2d Mortgage } Camden and }	499,500	6	March & Sept.	Princeton.	1885	82	3d Mort. (") ..	901,000	6	" "	" "	1884	....
3d Mortgage } Amboy. }	745,000	6	Feb. & Aug.	" "	1887	82½	Income.....	300,000	8	" "	" "	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	95
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	....	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds...	248,000	6	" "	" "	....	....	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	" "	" "	'89-'90	....	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Conc. to War. 71 m.)..	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	" "	Boston.	1889	92	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	106½
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	" "	1899	27	2d Mortgage Income.....	1,100,000	7	April & Oct.	</		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv. : 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley : 1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes: 1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½	2d Mortgage.....	118,000	7	Jan. & July.	" "	1880	....
Chicago, Dubuque & Minnesota: 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	Columbus, Springfield and Cin. : 1st Mortgage for \$1,000,000.....		7		New York.	18—	....
Chicago and Illinois Southern : 1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Columbus and Xenia : 1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska : 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Concord and Claremont : 1st and 2d Mortgage.....	374,000	6		Boston.	Due.	....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	" "	1892		Connecticut and Passumpsic Riv. : 1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	Boston.	1876	92½
Chicago & Milwaukee (C. & N.W.) : 1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.	559,429	7	" "	" "	1876	100½
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	....	Connecticut River : 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern : Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100	Connecticut Western : 1st Mortgage.....	81,500	7		Hartford.	18—	....
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	" "	1883	92	Connecting (Philadelphia) : 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88½
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1886	98½	Contoocook River : 1st Mortgage.....	30,000	6		Boston.	18—	....
1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1885		Cooperstown and Susq. Valley : 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
1st Mortgage, Green Bay Ext.....	300,000	7	" "	" "	1885		Coun. Bluffs & St. J. (K. St. J. & C. B.) 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1889	....
Equipment Mortgage.....	101,000	7	April & Oct.	" "	1874		2d Mortgage.....	150,000	10	" "	" "	1872	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1892		Covington and Lex. (Ky. Cen.) : 1st Mortgage March 1882.....	120,000	7	March & Sept.	New York.	1872	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875		2d Mortgage March 1883.....	844,000	7	" "	" "	1883	....
Miss. Riv. Bridge (" ") 40m.	200,000	7	Jan. & July.	" "	1884		3d Mortgage June 1885.....	237,000	7	June & Dec.	" "	1886	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878		Cumberland Coal and Iron : 1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1861	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	" "	1898		2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	" "	1888	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	93½	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	" "	1881	....
Equipment Mortgage.....	275,000	10	" "	" "	1871		Cumberland Valley : 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	" "	1874		2d Mortgage.....	109,500	8		" "	1908	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	" "	1874		Plain bonds.....	81,800	8	Jan. & July.	" "	1884	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	" "	1898		Danbury and Norwalk : 1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,185,000	7	Jan. & July.	" "	1898		1st Mortgage of 1869.....	200,000	7	" "	" "	1890	....
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	" "	" "	1888		Danv. Hazleton & Wilkesbarre : 1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
1st Mort. (Mad. Exten.) 126 m. g'd	3,150,000	7*	April & Oct.	" "	1911		Davenport and St. Paul : 1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	" "	1911		Dayton and Michigan : 1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
Chicago & Mich. Lake Shore : 1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	....	2d Mortgage.....	642,000	7	March & Sept.	" "	1879	....
Chicago, Pekin & Southwestern : 1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	3d Mortgage.....	700,000	7	April & Oct.	" "	1888	....
Chicago, Rock Island and Pacific : 1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	101½	Toledo Depot bonds.....	169,500	7	March & Sept.	" "	1871	....
Chi. & Southwestern (C. R. I. & Pac.) 1st Mort. guar. and tax free, gold	5,000,000	7*	May & Nov.	New York.	1889	....	Dayton and Union : 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Chillicothe & Brunswick (N. Mo.) : 1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Cincinnati, & Balt. (Mar. & Cin.) : 1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	Income Bonds.....	252,445	6	" "	" "	1879	....
Cincinnati, Hamilton and Dayton : 1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Dayton and Western : 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....	1st Mortgage.....	433,000	6	" "	" "	1905	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	" "	1877	....	Decatur & E. St. Louis (T. W. & W.) : 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cine. and Indiana (C. La. & Chi.) : 1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1877-78	....	Delaware : 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati and Indianapolis Junc. : 1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	Delaware State Loan.....	170,000	6	" "	" "	1876	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1888	....	Guaranteed Bonds.....	100,000	6	" "	" "	1875	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....	Exten. (Seal to Delmar) bonds.....	100,000	6	" "	" "	1880	....
Cincinnati, Lafayette and Chi. : 1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	Delaware, Lackaw. & Western : 1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
Cin. and Martinsville (C. & La.): 1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	" "	1875	103
Cincinnati, Richmond & Chicago : 1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	2d Mort. (General).....	1,633,000	7	March & Sept.	" "	1881	97
Cincinnati, Sandusky and Clev. : 1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	84½	Denver Pacific : 1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.	New York.	1897	....
1st Mort. (San. Day. and Cin.).....	988,000	6	Feb. & Aug.	Boston.	1900	77½	Des Moines Valley : 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mort. (San. City and Ind.).....	350,000	7	March & Sept.	" "	1877	91½	1st Mortgage Land grant.....	4,690,000	8	" "	" "	1898	....
Cincinnati and Zanesville : 1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....
Clev., Col. and Cine. (C. C. & I.): 1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	1890	71-84	Detroit, Hillsdale and Indiana : 1st Mort. (16,000 p. m.)..... guar.	1,080,000	8	June & Dec.	New York.	1890	....
Clev., Col. & Indianapolis : 1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	....	Detroit, Lansing & L. Michigan : 1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. (C. U. and C. R. R.).....	365,000	7	June & Dec.	" "	1871-84	....	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
1st Mort. (Bell. and Ind. R. R.).....	646,000	7	Jan. & July.	" "	1870-79	....	2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Cleveland and Mahoning : 1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit and Milwaukee : 1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	" "	1876	....	2d Mortgage.....	1,000,000	8	" "	" "	1875	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....
Clev., Mt. Vernon and Delaware : 1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1878	....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½	Bonds of June 30, 1866, (cond.)	1,916,639	6	" "	NY & Detroit.	1886	....
2d Mortgage (registered).....	1,000,000	7	" "	" "	1880	....	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886	....
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	98	Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	NY & London.	1873	....
Cleveland and Pittsburg : 2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	....	Dollar (" ").....	61,000	7	" "	New York.	1873	....
3d Mortgage.....	1,358,000	7	May & Nov.	" "	1875	98	Detroit, Mon. & Tol. (M. S. & N. I.) 1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	....
4th Mortgage.....	1,104,844	6	Jan. & July.	" "	1892	85	Detroit and Pontiac (Det. & Mil.) : 1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
Consol. skg f'd Mort. \$5,000,000.....	528,000	7	May & Nov.	" "	1900	95	2d Mortgage.....	100,000	7	Jan. & July.	" "	1878	....
Cleveland & Toledo (L. S. & M. So.): 1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	103	Dixon, Peoria & Han. (C. B. & Q.) : 1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	....
2d Mortgage of 1866.....	864,000	7	April & Oct.	" "	1886	....	Dubuque, Bellevue and Miss. : 1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
3d Mort. (Junc. R. R.).....	115,000	7	June & Dec.	" "	1872	....	Dubuque Southwestern : 1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1883	....
Colebrookdale : 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80	1st Mortgage.....	450,000	7	April & Oct.	" "	1883	....
Columbia and Augusta (C. C. & A.): 1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	....	Dunkirk, Warren and Pittsburg : 1st Mortgage tax free.....gold	1,000,000	7	June & Dec.	New York.	1900	....
Columbus, Chicago & Ind. Cent. : 1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1908	89½							
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	" "	1909	72							
Columbus & Ind. Cen. (C. C. & I. C.): 2d Mortgage.....	821,000	7	Jan. & July.</										

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.).						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	....	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	" "	" "	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	104 1/2
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed.....	376,766	7	" "	" "	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Hackensack & New York (Krie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	....	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	....	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	89
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. sgr fund..	3,500,000	7	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	94
Loan of 1862, sterling.....	383,000	6 1/2	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	99	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Loan of 1865.....	160,000	6	April & Oct.	" "	1885	98	Three years' notes.....	810,000	8	" "	" "	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888	....	Five years' notes.....	1,024,300	8	" "	" "	1875	....
Loan of 1869.....	500,000	6	May & Nov.	" "	1889	97 1/2	Fifteen years' bonds.....	1,309,500	8	" "	" "	1885	96
Essex Railroad 1st Mortgage.....	104,400	6	Jan. & July.	" "	1876	93	1st Mort. (Q. & Palmyra R.R.)	100,000	8	Feb. & Aug.	" "	1892	....
Western Shore (Md.):							1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	" "	1892	109 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	....
2d Mortgage.....	130,000	6	April & Oct.	" "	1886	....	Convertible Mortgage.....	5,000	7	Jan. & July.	" "	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	5	May & Nov.	" "	1872	....	Harrisburg & Lancaster (Pa. R.R.):						
Keel Estate (Elmira) bond.....	50,000	7	" "	" "	....	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	93
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	101 1/2	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	95 1/2	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	92 1/2	1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	89	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
5th Mortgage convertible.....	926,000	7	June & Dec.	" "	1888	83 1/2	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	" "	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (£1,000,000) conv.	4,844,400	6 1/2	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburgh (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Houston:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893	....	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	....
B'gor L'n. 1st on 65m. & 2d on 45m.	1,000,000	6 1/2	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & L'd (B to Win. 45 m)	2,000,000	6 1/2	" "	" "	1899	....	1st Mortgage L.G. sgr fund, gold	3,400,000	7 1/2	Jan. & July.	New York.	1891	....
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.).....	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.).....	740,000	7	May & Nov.	" "	1889	....	2d Mortgage, sinking fund.....	1,804,000	7	June & Dec.	" "	1885	104
1st Mort. (Rockville Extension).....	150,000	7	Feb. & Aug.	" "	1881	....	3d Mortgage.....	180,000	7	May & Nov.	" "	1875	....
Consolidated Mortgage.....	.....	7	Jan. & July.	" "	1889	....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	103 1/2
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895	48 1/2
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7 1/2	April & Oct.	New York.	1875	103
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	1st Mortgage Construction.....	332,000	6 1/2	" "	" "	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	....
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880	....	Redemption, sterling.....	2,500,000	6 1/2	" "	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	....	Illinois & South. Iowa (T.W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85
P. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888	....	Indiana and Illinois Central:						
Fushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7 1/2	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Blooming. & West:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv.....	5,000,000	7 1/2	April & Oct.	New York.	1909	....
1st Mortgage.....	300,000	7	" "	New York.	1889	....	2d Mortgage.....	1,500,000	8	" "	" "	1890	....
Ft. W. Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
Ft. W. Muncie & Cin. (F.W. J. & S.):							1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage guaranteed.....	1,800,000	7 1/2	Jan. & July.	New York.	1889	....	1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68 1/2
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.).....	500,000	7	" "	" "	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	103 1/2	2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	99	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884	99	1st Mortgage.....	1,500,000	7 1/2	Jan. & July.	New York.	1888	....
Georgia:							Indianapolis & Madison (J.M. & I.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	....	1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1880	....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	....
1st Mortgage guar half yr.....	4,000,000	7 1/2	Jan. & July.	New York.	1899	....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year.....	4,000,000	7 1/2	April & Oct.	" "	1899	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
Grand Trunk (Ca.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	....
1st Preference Bonds £2,703,325.	13,516,625	5 1/2	Jan. & July.	London.	....	....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,264.	8,051,320	4 1/2	" "	" "	....	....	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	....
3d Preference Bonds £758,510.	3,792,550	4 1/2	" "										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	" "	1898	97 1/2
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	" "	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	" "	" "	1900	98 1/2
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	" "	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	" "	" "	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage sfg fund guar.....	410,000	8	Jan. & July.	New York.	1882	109	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	" "	1905	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage (").....	433,000	6	" "	" "	1906	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	" "	1900	90	1st Mortgage.....	.....	7*	" & "	New York.	1889	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam. Alleg. & Gr. R. (L.S. & M.S.):							Logansport, Crawf. & S'westn Ind.:						
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	95 1/2	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890	....
Kalamazoo, & S. Haven (M. Cen.):							Long Branch and Sea Shore:						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104 1/2	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & Three Riv. (L.S. & M.S.):							Long Island:						
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Ncv.	" "	1893	....
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al.):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mortgage (consolid.) 264 m.:	687,000	8	March & Sept.	N. Y. & Bos'n.	1890	....	Louisville, Cin. & Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7	Jan. & July.	" "	1880	....	1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. (").....	150,000	10	" "	" "	1872	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (St. Jo. & C. B. 80 m.):	1,400,000	10	March & Sept.	" "	1892	....	1st Mort. (Lo. & Frankfort Br.)...	82,000	6	Jan. & July.	" "	'71-'80	....
2d Mort. (").....	539,500	8	June & Dec.	" "	1874	....	Louisv. Loan (").....	100,000	6	" "	" "	1881	....
1st Mort. (Mo. Valley 61 m.):	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
1st Mort. (").....	1,500,000	7	" "	" "	1893	....	Louisville and Nashville:						
Kansas Pacific (U. Pac. E. D.):							1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on R.R. 140 m. ....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
1st Mort. on R.R. 254 m. ....gold	4,063,000	7	June & Dec.	" "	1896	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	" "	1887	....
1st Mort. on Branch 34 m. ....gold	600,000	7	May & Nov.	" "	1896	....	1st Mortgage (Memphis Br.)...	197,000	7	" "	" "	'71-'75	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....	1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....	1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
1st M. on lands E. of 380th m. ....gold	2,000,000	7	Jan. & July.	" "	1880	....	Louisville Loan (Leb. Br. Ext.)...	333,000	6	April & Oct.	" "	1893	....
2d M. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	'96-'97	....	Consolid. Mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
3d M. Mort. Income on 428 m.	4,275,000	7	(after 5 years.)	" "	1916	....	Lowell & Lawrence (B. & L.):						
Kent County (Del.):							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	Macon and Brunswick:						
Kentucky Central (Cov. & Lex.):							1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
1st Mortgage March 1882.....	123,000	7	March & Sept.	New York.	1872	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
2d Mortgage March 1883.....	844,000	7	" "	" "	1883	....	3d Mort. of 1870 endorsed by State.	1,000,000	7	May & Nov.	" "	1890	....
3d Mortgage June 1886.....	237,000	7	June & Dec.	" "	1885	....	Equipment Mortgage.....	150,000	....	....	....	....	....
Kookuk, Iowa City and Minn.:							Macon and Western:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....	Madison and Portage:						
Kookuk and St. Paul (C.B. & Q.):							1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....	Maine Central:						
Lackawanna and Bloomsburg:							Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	" "	1871	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	" "	1898	....
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....	Mort. (Ext.) for \$500,000.....gold	112,000	6*	April & Oct.	" "	1900	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	" "	1890	....	1st Mort. (B.to P. & Ken.) exch. 7s	577,000	6	" "	" "	1872	....
Income Mortgage.....	200,000	10	Jan. & July.	" "	1871	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	" "	1870	....
Income Mortgage.....	79,335	7	April & Oct.	" "	1871	....	Mansfield & Framigh. (B.C. & F.):						
La C. Trempe & Pres. (C. & N.W.):							1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	92
1st Mortgage, guaranteed.....	800,000	7	" & "	New York.	....	....	Marietta and Cincinnati:						
Lafayette, Bloomington & Mias.:							1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage.....	1,300,000	8	" & "	New York.	....	....	1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97 1/2
Lafayette, Muncie & Blooming.:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1896	87 1/2
1st Mortgage.....	1,500,000	8	" & "	New York.	....	....	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	" "	1890	79 1/2
Lake Erie and Louisville:							1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Baltimore Loan to Union R. R.:	20,000	7	....	Baltimore.	....	....
Lake Shore & Michigan So.:							Marietta and Pittsburg:						
Sunbury B'ds (CP & AR 1954m)	500,000	7	Jan. & July.	New York.	1874	....	1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Regis. Bonds (").....	1,000,000	7	" "	" "	1880	....	Marquette and Ontonagon:						
3d Mortgage (").....	1,000,000	7	April & Oct.	" "	1892	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94	Maryland and Delaware:						
S. Fund Bonds (L.S. & M.Sol. 013m)	2,000,000	7	" "	" "	1879	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50
Consol. M. reg. (").....	597,000	7	J. A. J. & O.	" "	1900	....	2d Mortgage.....	150,000	6	June & Dec.	" "	1889	....
Consol. M. coup. (").....	63,000	7	Jan. & July.	" "	1900	....	Memphis and Charleston:						
1st M. r. (M.S. & N. In. R.R. 521m)	5,250,000	7	May & Nov.	" "	1885	103 1/2	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
2d Mort. (").....	2,693,000	7	" "	" "	1877	99 1/2	2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
1st Mort. (Junc. R.R. 494 m.)...	115,000	7	June & Dec.	" "	1872	....	Tenn. Loan.....	1,643,876	6	" "	" "	1890	....
S. Fund. Clev. & Tol. R.R. 1624m)	2,014,000	7	Jan. & July.	" "	1885	Memphis and Little Rock:						
M. of '66 (").....	86												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage.....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mill. & Prairie du Chien (M&STP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	"	1897	93	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	90	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	109	New H., Middle'n & Williman.....						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	91	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	....	2d Mortgage for \$1,500,000.....	6	Jan. & July.	"	1891	....
Income Mortgage.....	20,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,600	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	35,073	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	10,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,554,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv:							1st Mort. for \$3,000,000.....gold	7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7*	"	"	1900	....	New London Northern:						
Land Mort. (257,000 acres).....gold	1,000,000	7*	"	"	1900	48	1st Mortgage, Extended.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	....	1st Mortgage.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....	New O., Baton-Rouge & Vicksburg:						
Consolidated Mortgage of 1866....	1,179,500	8	March & Sept.	"	'81-'93	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	"	....	N. Orleans, Jackson & Gt. North..						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856, gold	3,000,000	8*	Jan. & July.	London & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860, gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....gold	2,000,000	7*	"	"	1890	....
1st M. RR. & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Teb. & Nesho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99	2d Mortgage on 227 miles....cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	"	1890	100	New Orleans and Selma:						
Missouri Valley (E. U.S. J. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage.....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94
Mobile Loan \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	102
Mobile and Girard:							Bonds for B. & N. Falls R.R. S't.	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	91
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	"	....	....	Bonds and mortgages for R. E..	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1883.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	94
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.)...	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage.....Sterling	803,700	6*	"	"	1882	....	3d Mort. (" ")	180,000	7	May & Nov.	"	1875	....
Interest bonds (10 years).....	377,900	8	"	"	1883	....	Conv. B'ds (" ")	8,000	7	"	"	1867	....
Interest bonds 2nd issue.....	755,400	6*	"	"	1883	....	New York and Fort Lee (Erie):						
Interest bonds sterling.....	1,151,000	8	various.	New York.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Income Mortgage.....							New York & Flushing (F. & N.S.):						
Montgomery & Erie (Erie):							1st Mortgage.....	135,000	7	"	"	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Bufala:							1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	102
1st Mortgage of 1866, endorsed....	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed....	300,000	8	June & Dec.	"	1900	....	Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	....
Montgomery & West Point (Wtn):							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	18.0	....	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	141,500	7	"	"	1889	....
2d Mortgage.....	254,000	8	"	"	1881	....	New York and New Haven:						
Income Mortgage.....	594,800	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	"	1879	....	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105	1st Mortgage.....	80,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	100	Consol. Mort. for \$1,000,000....	512,000	7	Jan. & July.	"	1899	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Niles and New Lisbon:						
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	1st Mortgage.....	500,000	7	"	"	1889	....
Muscotine (South-Western):							Norfolk County (B. H. & Erie):						
1st Mortgage.....													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865.....	\$6,000,000	7	Jan. & July.	New York.	1895	87	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898	95
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	101 1/2	1st Mortgage..... gold	1,800,000	7*	May & Nov.	New York.	1899	....
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:						
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	98	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	96
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1900	....
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	92 1/2	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	89 1/2	2d Mortgage.....	159,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb.R.R.)	500,000	6	Jan. & July.	"	1877	....	Peoria & Bureau Val (C.R.I. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	9 1/2	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands..... gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	....	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	81 1/2
3d Mortgage (" ")	140,000	6	"	"	1885	90 1/2	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1886	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Mortgage Bonds.....	3,004	6	Jan. & July.	New York.	1871	....
Steamboat bonds.....	45,600	7	Feb. & Aug.	"	1870	....	Mortgage Bonds.....	25,500	7	"	"	1885	....
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	Mortgage Bonds.....	266,500	8	"	"	79-'98	....
New bonds of 1870.....	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent.:						
Nyack and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling:	150,887	6*	May & Nov.	London.	1873	....	1st Mortgage.....	5,000,000	6 1/2	March & Sept.	Philadelphia.	1881	89
1st Mortgage (") dollar:	51,000	7	"	New York.	1873	....	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	88
Ogdenburg and Lake Champlain:							3d Mortgage.....	3,598,000	6	"	"	1920	....
1st Mort. conv. into pref. stock.....	4,800	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sunbury & Erie):	1,000,000	6 1/2	April & Oct.	"	1877	101 1/2
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861	....	Philadelphia, Germant. & Norist.:						
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	100 1/2	Debtenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Debtenture Loan of 1868.....	1,121,000	6	"	"	1893	83
2d Mortgage (W. Div.) conv.....	534,000	7	"	"	1874	....	Debtenture Loan of 1870.....	2,625,000	7	"	"	1890	....
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1867, conv.....	143,600	6	"	"	1886	....
Funded Debts Mort. (W. Div.).....	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & 49:	1,521,000	6	"	"	1880	93
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	94 1/2	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	106
Consolidated Mort. (sterling).....	101,850	7	"	London.	1898	....	Sterling Loan of 1839.....	182,400	5*	Jan. & July.	London.	1880	....
Oil Creek and Allegheny River:							Sterling Loan of 1843.....	976,800	6*	"	"	1880	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87 1/2	Sterling Loan of 1836.....	268,000	7*	"	"	72-'77	....
1st Mortgage.....	580,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage.....	819,000	7	"	"	1888	....	Plain Bonds.....	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	104 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96 1/2	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	83	....
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	....	Pittsburg & Connellsville (B. & O.):						
Plain Bonds.....	34,000	6	"	"	1884	....	1st Mortgage, tax free.....	4,000,000	6	Jan. & July.	Baltimore.	1898	94 1/2
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.).....	300,000	8	June & Dec.	New York.	1890	....	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	80	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
3d Mort. " " " " " "	598,000	8	May & Nov.	Richmond.	1873	89 1/2	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
4th Mort. " " " " " "	574,000	8	March & Sept.	Alexandria.	1880	82	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Va. State Loan.....	249,962	7	"	"	1893	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Osage Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G).....	880,000	7	Jan. & July.	"	1912	101 1/2
Oswego and Rome (H.W. & O.):							2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series I).....	880,000	7	March & Sept.	"	1912	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series J).....	880,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series K).....	880,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	70-'80	....	2d Mortgage (Series L).....	880,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	....	2d Mortgage (Series M).....	880,000	7	April & Oct.	"	1912	94 1/2
Ottawa, Oaw. & Fox R.V. (O.B. & Q.):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	....
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
Owensboro' and Russellville:							Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	Construct'n bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
Pacific of Mo.:							Port Huron & Lake Michigan:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	101	1st Mortgage of May 1, 1869.....	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mortgage..... gold	7,000,000	1*	Jan. & July.	"	1880	101	Portland and Kennebec:						
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	....	1st Mort. (K. & P. R. R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
St. Louis County Loan.....	700,800	6	Feb. & Aug.	"	71-'73	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883
Panama:							Consol. (P. & K. R. R.) Apr. 1, 1865	790,700	6	"	"	1896

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$408,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	246,746	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed.	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. S. & R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuykill and Susquehanna:						
1st Mortgage (G.F.Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	....	Seaboard and Roanoke:						
Consolidated Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	81 1/2	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	'73-'75	....	Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	'71-'76	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	"	New York.	1890	....
Rich., Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,489	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,850	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	'72-'80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottav.(N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1890	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868....gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy)....cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potsdam & Waterl.)	345,500	7	June & Dec.	"	'72-'74	....	Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871....gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	88 1/2	Domestic Bonds (H) 1866-'67....	306,800	7	April & Oct.	Charleston.	'71-'72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	100	Domestic Bonds (G) 1862-'67....	342,500	6	Jan. & July.	"	'73-'74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	'88-'91	....
1st Mort. conv. into pref. stock....	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	'80-'92	....
2d Mort. conv. into com. stock....	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L.).....	800,500	7	Jan. & July.	New York.	'82-'88	....
1st Mort. (Cal. & Baring R.R.)....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. (" " " " " " " ")	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. " " " " " " " ")	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C. St.) & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	....	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (" " " " " " " ")	339,500	8	June & Dec.	"	1874	....	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	1st Mort., endor. by Ala. tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, '70 free	6,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97 1/2	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Cal.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg f'd....	1,100,000	7	Jan. & July.	New York.	1894	99	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage (Series B) skg f'd....	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	87 1/2	1st Mort. consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort. consol. 2d pref.....	619,300	6	"	"	'84-'90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	75	4th Mortgage, consol. 3d pref....	458,100	6	"	"	'84-'90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	92 1/2	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 16, 1864....	2,365,000	7	April & Oct.	New York.	1894	94	1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 18:8.....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage for \$28,000,000 gold	.....	6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1880	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv.....gold	3,260,000	7*	May & Nov.	New York.	'94-'96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	New York.	1887	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	18,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	Sterling Mountain:						
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	350,000	7				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	90½	Loan of Mar. 1861 guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	88	1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	98½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80	Consolidated mort. Apr. 1, 1869	979,000	7	April & Oct.	"	1899	102½
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....	West Shore Hudson River:						
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.	....	....
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95½	West Wisconsin:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....	1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1886	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92	Wicomico and Pocomoke:						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	85½	Williamston and Tarboro':						
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	88½	Wilm., Charlotte & Rutherford:						
Troy and Boston:							1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	Wilmington and Reading:						
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....	2d Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	96
Convertible Bonds.....	648,000	7	" "	" "	1882	....	2d Mortgage.....	262,300	7	Jan. & July.	"	1902	....
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Weldon:						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
2d Mortgage, guaranteed.....	360,000	6	" "	" "	1878	....	Winona & St. Peter (C. & N. W.):						
Union Pacific:							1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	....
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	80½	2d Mortgage.....	12,000pm	7	May & Nov.	"	....	....
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	79½							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	79½	CANAL BONDS.						
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	79½	Chesapeake and Delaware:						
Union Pacific—Central Branch:							1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	96½
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Chesapeake and Ohio:						
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Union Pacific, E. D. (see K. Pac.):							Sterling Loan guaranteed	4,375,000	6*	"	"	1890	....
Union Pacific, S. Br. (M. K. & T.):							Preferred Bonds.....	1,669,500	6	Jan. & July.	Baltimore.	1885	....
1st M. R. R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	Delaware Division (L. C. & W.):						
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Union and Titusville:							Delaware and Hudson:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
Vermont Central:							Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	85½	Delaware and Raritan (See Cam						
2d Mortgage.....	1,500,000	7	" "	" "	1891	40	den and						
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	" "	'76-'77	100	Erie of Pennsylvania:						
Equip. Loans of 1867	1,000,000	8	" "	" "	1889	102½	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
Stansfield, Sheffield & Cham. b'ds	600,000	7	Jan. & July.	"	....	85	Bonds for interest prior to 1850.	161,900	7	" "	"	1873	....
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	101	Lehigh Coal and Navigation:						
Vermont and Massachusetts:							Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	85
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Mortgage Loan	2,000,000	6	"	"	1897	92½
Convertible tax free, bonds.....	200,000	7	" "	" "	1879	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	....
Vermont Valley (Vt. Central):							Gold Loan.....	980,000	6*	"	"	1894	92
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Convertible Loan.....	1,996,879	6	"	"	1817	83½
1st Mortgage.....	114,000	6	" "	Boston.	1860	....	Monongahela Navigation:						
1st Mortgage.....	293,200	7	" "	New York.	1869	....	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
Vicksburg and Meridian:							2d Mortgage.....	7,000	6	" "	"	1875	....
General Mort. 1st series (red)	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	Morris (and Banking):						
" " 2d series (blue)	850,000	7	" "	"	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	....
" " 3d series (black)	154,000	7	" "	"	1890	....	2d Mortgage.....	286,000	6	" "	"	1876	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....	Boat Loan, sinking fund.....	236,965	7	" "	"	1885	....
Special Loan.....	225,438	8	Jan. & July.	"	1880	....	Dividend Scrip.....	103,164	7	— & —	"	....	....
Vineland:							Pennsylvania:						
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Virginia Central see "Ches. & O."							Schuylkill Navigation:						
Virginia & Tennessee (A. M. & O.):							1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872	78
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882	78½
2d Mortgage.....	4,000	6	" "	"	1869	....	Plain Bonds.....	171,364	6	" "	"	1876	81
3d Mortgage.....	990,000	6	" "	"	1884	....	Improvement bonds.....	305,500	6	May & Nov.	"	1870	88
Income Mortgage.....	113,000	6	" "	"	1866	....	Boat and Car Loan 1863	800,000	6	" "	"	1888	....
4th Mortgage.....	846,000	6	" "	"	1900	89	Boat and Car Loan 1864	638,650	7	— & —	"	1889	....
Registered Certificates.....	116,129	8	" "	Richmond.	1880	....	Susquehanna (S. & Tide Water):						
Interest Funding Bonds.....	204,200	8	" "	New York.	1880	....	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	63
Walkill Valley (Erie):							2d Mortgage.....	700,000	6	" "	"	1885	....
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1884	....	3d Mortgage, stg.....	872,667	6*	" "	London.	1879	....
Ware River (N. & N.):							Tide-Water (Susq. & Tide-W.):						
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	....
Warren (D. L. & W.):							2d Mortgage.....	300,000	6	" "	"	1885	....
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	3d Mortgage.....	436,333	6	" "	London.	1878	....
Warwick Valley (Erie):							Union:						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
Washington and Ohio:							West Branch and Susquehanna:						
1st Mortgage 1868 for \$8,000,000.	.....	7	May & Nov.	New York.	1898	....	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
Watertown & Rome (R. W. & O.):							2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	3d Mortgage.....	13,000	6	" "	"	1868	....
Sinking Fund.....	796,900	7	" "	"	1880	....	Wyoming Valley (Penna.):						
Westchester and Philadelphia:							1st Mortgage, assumed by Pa...	600,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....						
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....	MISCELLANEOUS.						
Western Alabama:							American Dock & Improvement:						
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
1st Mortgage (before consolid.)	600,000	8	" "	"	1888	....	Consolidated (Md.) Coal:						
1st Mortgage (M. & W. Point R. R.)	750,000	8	Jan. & July.	"	1881	....	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	....
Western (B. & Albany):							Pennsylvania Coal:						
Sterling Bonds.....	1,619,530	6*	April & Oct.	London.	1871	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Albany Loan (A. & W. Stebbins)	600,000	6	Jan. & July.	Boston.	1876	....	Long ock:						
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	99½	Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872	94
Western Maryland:							Mariposa:						
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	79½	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage preferred.....	600,000	6	" "	"	1890	61	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
Bonds endorsed by Balt.....	600,000	6	" "	"	1890	....	Quicksilver:						
Bonds (July 1, 1870) endor. by R.	1,400,000	6	" "	"	1890	92	1st Mortgage.....	500,000	7*	June & Dec.	New York.	1873	....
Western North Carolina (E. D.):							2d Mortgage.....	1,000,000	7*	Jan. & July.	"	1879	....
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	Western Union:						
Western Pennsylvania (Penn.):							1st Mortgage (S. F.) convertible.	4,524,000	7	May & Nov.	New York.	1875	....
1st Mortgage, (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1883	....	2d Mortgage.....	89,500	7*	Jan. & July.	"	1873	....
1st Mortgage (Pittab. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....						

RAILROAD SHAKE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

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Dec. 31, 1870	73.0	74.0	75.0	76.0	77.0	78.0	79.0	80.0	81.0	82.0	83.0	84.0	85.0	86.0	87.0	88.0	89.0	90.0	91.0	92.0	93.0	94.0	95.0	96.0	97.0	98.0	99.0	100.0	101.0	102.0	103.0	104.0	105.0	106.0	107.0	108.0	109.0	110.0	111.0	112.0	113.0	114.0	115.0	116.0	117.0	118.0	119.0	120.0	121.0	122.0	123.0	124.0	125.0	126.0	127.0	128.0	129.0	130.0	131.0	132.0	133.0	134.0	135.0	136.0	137.0	138.0	139.0	140.0	141.0	142.0	143.0	144.0	145.0	146.0	147.0	148.0	149.0	150.0	151.0	152.0	153.0	154.0	155.0	156.0	157.0	158.0	159.0	160.0	161.0	162.0	163.0	164.0	165.0	166.0	167.0	168.0	169.0	170.0	171.0	172.0	173.0	174.0	175.0	176.0	177.0	178.0	179.0	180.0	181.0	182.0	183.0	184.0	185.0	186.0	187.0	188.0	189.0	190.0	191.0	192.0	193.0	194.0	195.0	196.0	197.0	198.0	199.0	200.0	201.0	202.0	203.0	204.0	205.0	206.0	207.0	208.0	209.0	210.0	211.0	212.0	213.0	214.0	215.0	216.0	217.0	218.0	219.0	220.0	221.0	222.0	223.0	224.0	225.0	226.0	227.0	228.0	229.0	230.0	231.0	232.0	233.0	234.0	235.0	236.0	237.0	238.0	239.0	240.0	241.0	242.0	243.0	244.0	245.0	246.0	247.0	248.0	249.0	250.0	251.0	252.0	253.0	254.0	255.0	256.0	257.0	258.0	259.0	260.0	261.0	262.0	263.0	264.0	265.0	266.0	267.0	268.0	269.0	270.0	271.0	272.0	273.0	274.0	275.0	276.0	277.0	278.0	279.0	280.0	281.0	282.0	283.0	284.0	285.0	286.0	287.0	288.0	289.0	290.0	291.0	292.0	293.0	294.0	295.0	296.0	297.0	298.0	299.0	300.0	301.0	302.0	303.0	304.0	305.0	306.0	307.0	308.0	309.0	310.0	311.0	312.0	313.0	314.0	315.0	316.0	317.0	318.0	319.0	320.0	321.0	322.0	323.0	324.0	325.0	326.0	327.0	328.0	329.0	330.0	331.0	332.0	333.0	334.0	335.0	336.0	337.0	338.0	339.0	340.0	341.0	342.0	343.0	344.0	345.0	346.0	347.0	348.0	349.0	350.0	351.0	352.0	353.0	354.0	355.0	356.0	357.0	358.0	359.0	360.0	361.0	362.0	363.0	364.0	365.0	366.0	367.0	368.0	369.0	370.0	371.0	372.0	373.0	374.0	375.0	376.0	377.0	378.0	379.0	380.0	381.0	382.0	383.0	384.0	385.0	386.0	387.0	388.0	389.0	390.0	391.0	392.0	393.0	394.0	395.0	396.0	397.0	398.0	399.0	400.0	401.0	402.0	403.0	404.0	405.0	406.0	407.0	408.0	409.0	410.0	411.0	412.0	413.0	414.0	415.0	416.0	417.0	418.0	419.0	420.0	421.0	422.0	423.0	424.0	425.0	426.0	427.0	428.0	429.0	430.0	431.0	432.0	433.0	434.0	435.0	436.0	437.0	438.0	439.0	440.0	441.0	442.0	443.0	444.0	445.0	446.0	447.0	448.0	449.0	450.0	451.0	452.0	453.0	454.0	455.0	456.0	457.0	458.0	459.0	460.0	461.0	462.0	463.0	464.0	465.0	466.0	467.0	468.0	469.0	470.0	471.0	472.0	473.0	474.0	475.0	476.0	477.0	478.0	479.0	480.0	481.0	482.0	483.0	484.0	485.0	486.0	487.0	488.0	489.0	490.0	491.0	492.0	493.0	494.0	495.0	496.0	497.0	498.0	499.0	500.0	501.0	502.0	503.0	504.0	505.0	506.0	507.0	508.0	509.0	510.0	511.0	512.0	513.0	514.0	515.0	516.0	517.0	518.0	519.0	520.0	521.0	522.0	523.0	524.0	525.0	526.0	527.0	528.0	529.0	530.0	531.0	532.0	533.0	534.0	535.0	536.0	537.0	538.0	539.0	540.0	541.0	542.0	543.0	544.0	545.0	546.0	547.0	548.0	549.0	550.0	551.0	552.0	553.0	554.0	555.0	556.0	557.0	558.0	559.0	560.0	561.0	562.0	563.0	564.0	565.0	566.0	567.0	568.0	569.0	570.0	571.0	572.0	573.0	574.0	575.0	576.0	577.0	578.0	579.0	580.0	581.0	582.0	583.0	584.0	585.0	586.0	587.0	588.0	589.0	590.0	591.0	592.0	593.0	594.0	595.0	596.0	597.0	598.0	599.0	600.0	601.0	602.0	603.0	604.0	605.0	606.0	607.0	608.0	609.0	610.0	611.0	612.0	613.0	614.0	615.0	616.0	617.0	618.0	619.0	620.0	621.0	622.0	623.0	624.0	625.0	626.0	627.0	628.0	629.0	630.0	631.0	632.0	633.0	634.0	635.0	636.0	637.0	638.0	639.0	640.0	641.0	642.0	643.0	644.0	645.0	646.0	647.0	648.0	649.0	650.0	651.0	652.0	653.0	654.0	655.0	656.0	657.0	658.0	659.0	660.0	661.0	662.0	663.0	664.0	665.0	666.0	667.0	668.0	669.0	670.0	671.0	672.0	673.0	674.0	675.0	676.0	677.0	678.0	679.0	680.0	681.0	682.0	683.0	684.0	685.0	686.0	687.0	688.0	689.0	690.0	691.0	692.0	693.0	694.0	695.0	696.0	697.0	698.0	699.0	700.0	701.0	702.0	703.0	704.0	705.0	706.0	707.0	708.0	709.0	710.0	711.0	712.0	713.0	714.0	715.0	716.0	717.0	718.0	719.0	720.0	721.0	722.0	723.0	724.0	725.0	726.0	727.0	728.0	729.0	730.0	731.0	732.0	733.0	734.0	735.0	736.0	737.0	738.0	739.0	740.0	741.0	742.0	743.0	744.0	745.0	746.0	747.0	748.0	749.0	750.0	751.0	752.0	753.0	754.0	755.0	756.0	757.0	758.0	759.0	760.0	761.0	762.0	763.0	764.0	765.0	766.0	767.0	768.0	769.0	770.0	771.0	772.0	773.0	774.0	775.0	776.0	777.0	778.0	779.0	780.0	781.0	782.0	783.0	784.0	785.0	786.0	787.0	788.0	789.0	790.0	791.0	792.0	793.0	794.0	795.0	796.0	797.0	798.0	799.0	800.0	801.0	802.0	803.0	804.0	805.0	806.0	807.0	808.0	809.0	810.0	811.0	812.0	813.0	814.0	815.0	816.0	817.0	818.0	819.0	820.0	821.0	822.0	823.0	824.0	825.0	826.0	827.0	828.0	829.0	830.0	831.0	832.0	833.0	834.0	835.0	836.0	837.0	838.0	839.0	840.0	841.0	842.0	843.0	844.0	845.0	846.0	847.0	848.0	849.0	850.0	851.0	852.0	853.0	854.0	855.0	856.0	857.0	858.0	859.0	860.0	861.0	862.0	863.0	864.0	865.0	866.0	867.0	868.0	869.0	870.0	871.0	872.0	873.0	874.0	875.0	876.0	877.0	878.0	879.0	880.0	881.0	882.0	883.0	884.0	885.0	886.0	887.0	888.0	889.0	890.0	891.0	892.0	893.0	894.0	895.0	896.0	897.0	898.0	899.0	900.0	901.0	902.0	903.0	904.0	905.0	906.0	907.0	908.0	909.0	910.0	911.0	912.0	913.0	914.0	915.0	916.0	917.0	918.0	919.0	920.0	921.0	922.0	923.0	924.0	925.0	926.0	927.0	928.0	929.0	930.0	931.0	932.0	933.0	934.0	935.0	936.0	937.0	938.0	939.0	940.0	941.0	942.0	943.0	944.0	945.0	946.0	947.0	948.0	949.0	950.0	951.0	952.0	953.0	954.0	955.0	956.0	957.0	958.0	959.0	960.0	961.0	962.0	963.0	964.0	965.0	966.0	967.0	968.0	969.0	970.0	971.0	972.0	973.0	974.0	975.0	976.0	977.0	978.0	979.0	980.0	981.0	982.0	983.0	984.0	985.0	986.0	987.0	988.0	989.0	990.0	991.0	992.0	993.0	994.0	995.0	996.0	997.0	998.0	999.0	1000.0
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

This asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that heading "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

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Dec. 31, 1870	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
Oct. 31, 1870	Feb. 28, 1871	Apr. 30, 1871	June 30, 1871	Aug. 31, 1871	Oct. 31, 1871	Dec. 31, 1871	Feb. 28, 1872	Apr. 30, 1872	June 30, 1872	Aug. 31, 1872	Oct. 31, 1872	Dec. 31, 1872	Feb. 28, 1873	Apr. 30, 1873	June 30, 1873	Aug. 31, 1873	Oct. 31, 1873	Dec. 31, 1873	Feb. 28, 1874	Apr. 30, 1874	June 30, 1874	Aug. 31, 1874	Oct. 31, 1874	Dec. 31, 1874	Feb. 28, 1875	Apr. 30, 1875	June 30, 1875	Aug. 31, 1875	Oct. 31, 1875	Dec. 31, 1875	Feb. 28, 1876	Apr. 30, 1876	June 30, 1876	Aug. 31, 1876	Oct. 31, 1876	Dec. 31, 1876	Feb. 28, 1877	Apr. 30, 1877	June 30, 1877	Aug. 31, 1877	Oct. 31, 1877	Dec. 31, 1877	Feb. 28, 1878	Apr. 30, 1878	June 30, 1878	Aug. 31, 1878	Oct. 31, 1878	Dec. 31, 1878	Feb. 28, 1879	Apr. 30, 1879	June 30, 1879	Aug. 31, 1879	Oct. 31, 1879	Dec. 31, 1879	Feb. 28, 1880	Apr. 30, 1880	June 30, 1880	Aug. 31, 1880	Oct. 31, 1880	Dec. 31, 1880	Feb. 28, 1881	Apr. 30, 1881	June 30, 1881	Aug. 31, 1881	Oct. 31, 1881	Dec. 31, 1881	Feb. 28, 1882	Apr. 30, 1882	June 30, 1882	Aug. 31, 1882	Oct. 31, 1882	Dec. 31, 1882	Feb. 28, 1883	Apr. 30, 1883	June 30, 1883	Aug. 31, 1883	Oct. 31, 1883	Dec. 31, 1883	Feb. 28, 1884	Apr. 30, 1884	June 30, 1884	Aug. 31, 1884	Oct. 31, 1884	Dec. 31, 1884	Feb. 28, 1885	Apr. 30, 1885	June 30, 1885	Aug. 31, 1885	Oct. 31, 1885	Dec. 31, 1885	Feb. 28, 1886	Apr. 30, 1886	June 30, 1886	Aug. 31, 1886	Oct. 31, 1886	Dec. 31, 1886	Feb. 28, 1887	Apr. 30, 1887	June 30, 1887	Aug. 31, 1887	Oct. 31, 1887	Dec. 31, 1887	Feb. 28, 1888	Apr. 30, 1888	June 30, 1888	Aug. 31, 1888	Oct. 31, 1888	Dec. 31, 1888	Feb. 28, 1889	Apr. 30, 1889	June 30, 1889	Aug. 31, 1889	Oct. 31, 1889	Dec. 31, 1889	Feb. 28, 1890	Apr. 30, 1890	June 30, 1890	Aug. 31, 1890	Oct. 31, 1890	Dec. 31, 1890	Feb. 28, 1891	Apr. 30, 1891	June 30, 1891	Aug. 31, 1891	Oct. 31, 1891	Dec. 31, 1891	Feb. 28, 1892	Apr. 30, 1892	June 30, 1892	Aug. 31, 1892	Oct. 31, 1892	Dec. 31, 1892	Feb. 28, 1893	Apr. 30, 1893	June 30, 1893	Aug. 31, 1893	Oct. 31, 189																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	7	102
Atlantic and St. Lawrence* guar.	2,494,000	4	4	4	102
Baltimore and Ohio, pref.	3,000,000	7	7	7	102
Berkshire, guaranteed	600,000	7	7	7	102
Blossburg and Corning* guar.	250,000	6	6	6	102
Boston, Concord and Montreal, pref.	1,540,000	6	6	6	102
Buffalo, N. York and Erie, guar.	950,000	7	7	7	102
Camden and Atlantic, pref.	755,000	7	7	7	102
Catawissa, pref. and guar.	2,200,000	7	7	7	102
Cayuga and Susquehanna* guar.	699,110	9	9	9	102
Cedar Rapids & Missouri, preferred and guaranteed	755,000	7	7	7	102
Central Ohio, preferred	400,000	7	7	7	102
Chenango, guar.	390,000	6	6	6	102
Cheshire, preferred	2,017,815	7	7	7	102
Chicago and Alton, pref.	2,425,400	7	7	7	102
Chicago, Iowa and Nebraska, guar.	2,000,000	10	10	10	102
Chicago and Northwestern, pref.	20,370,293	7	7	7	102
Cleveland and Mahoning, guar.	2,055,000	7	7	7	102
Cleveland and Toledo, guar.	6,250,000	34	34	34	102
Jochecho, preferred	177,750	8	8	8	102
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	6	102
Cumberland Valley, 1st pref.	241,900	8	8	8	102
do 2d pref.	242,000	8	8	8	102
Delaware, guaranteed	594,261	6	6	6	102
Detroit & Milwaukee, preferred and guaranteed	1,500,000	6	6	6	102
Dubuque and Sioux City, preferred and guaranteed	1,988,170	7	7	7	102
Dubuque Southwestern, pref.	330,308	7	7	7	102
Eastern (N. H.), guaranteed	492,500	8	8	8	102
Elmira, Jefferson and Canandaigua, guaranteed	500,000	5	5	5	102
Elmira and Williamsport, guar.	500,000	5	5	5	102
Elmira and Williamsport, preferred and guaranteed	500,000	7	7	7	102
Erie, preferred	8,536,910	7	7	7	102
Evansville and Crawfordville pref.	100,000	7	7	7	102
Hannibal and St. Joseph, pref.	5,075,224	7	7	7	102
Harrisburg and Lancaster, guar.	1,182,550	7	7	7	102
Houston, preferred	1,180,000	8	8	8	102
Huntingdon & Broad Top Mountain, preferred	190,750	7	7	7	102
Joliet and Chicago, guar.	1,500,000	7	7	7	102
Joliet and Northern Indiana, guar.	300,000	8	8	8	102
Lackawanna and Bloomsburg, pref.	500,000	7	7	7	102
Leeds and Farmington, guar.	500,000	7	7	7	102
Little Schuylkill, guar.	2,646,100	7	7	7	102
Louisville, Cincinnati and Lexington, preferred	948,700	9	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	9	9	9	102
do 2d pref.	4,051,744	6	6	6	102
Manchester and Lawrence, guar.	1,000,000	10	10	10	102
Michigan Southern, guaranteed	586,800	10	10	10	102
Mill Creek and Mine Hill, guar.	325,375	10	10	10	102
Milwaukee and St. Paul, preferred	9,744,268	7	7	7	102
Mine Hill and Schuylkill Haven, guaranteed	3,775,000	8	8	8	102
Mount Carbon & Ft. Carbon, guar.	282,250	12	12	12	102
New Haven and Northampton	1,344,000	2	2	2	102
New York and Harlem, pref.	1,500,000	8	8	8	102
Niagara Bridge and Canandaigua, guar.	1,000,000	6	6	6	102
North Eastern (S. C.), preferred	150,000	8	8	8	102
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	7	102
Patterson and Hudson, guar.	630,000	8	8	8	102
Patterson and Ramapo, guar.	245,000	5	5	5	102
Peoria and Bureau Valley, guar.	1,200,000	6	6	6	102
Philadelphia and Erie, guar.	5,996,700	10	10	10	102
Philadelphia and Reading, pref.	1,561,800	10	10	10	102
Philadelphia and Trenton, guar.	1,099,720	10	10	10	102
Pittsfield and North Adams, guar.	450,000	6	6	6	102
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	6	102
Portland, Sag. & Portsmouth, guar.	1,500,000	6	6	6	102
Portsmouth and Concord, guar.	350,000	7	7	7	102
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	7	102
Rochester and Genesee Valley, guar.	557,560	7	7	7	102
Rutland, preferred	7	7	7	7	102
St. Louis, Alton and T. H., pref.	2,040,000	7	7	7	102
Sandusky and Cincinnati, pref.	445,519	6	6	6	102
Schuylkill Valley, guar.	576,000	6	6	6	102
Shanokin Valley & Pottsville, guar.	889,450	5	5	5	102
Tol. Peoria & Warsaw (W. D.) pref.	1,800,000	7	7	7	102
do (E. D.) pref.	1,700,000	7	7	7	102
Toledo, Wabash and Western, pref.	1,000,000	7	7	7	102
Troy and Greenbush, guar.	274,000	7	7	7	102
Vermont and Canada, guar.	2,500,000	8	8	8	102
Warren, guar.	1,408,300	7	7	7	102
White Mountains, guar.	200,000	6	6	6	102
Wrightev. York & Gettysburg, pref.	317,050	2	2	2	102
CANAL STOCKS:					
Delaware Division, guar.	1,033,350	8	8	8	102
Morris, preferred	1,175,000	10	10	10	102
Schuylkill Navigation, pref.	2,988,997	6	6	6	102
Union, preferred	2	6	6	6	102
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	6	6	6	6	102
Mariposa Mining, pref.	5,774,400	7	7	7	102

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1.....	per ton 34 @ 38 50
Pig, American, No. 1.....	37 @ 38 50
Pig, American, No. 2.....	35 @ 36 50
Pig, American, Forge.....	33 @ 34 50
Bar, Refined, English and American.....	80 @ 80 50
Bar, Swedes, assorted sizes.....	(gold) 85 @ 100 50
STORE PRICES.	
Bar, Sweder, ordinary sizes.....	107 50 @ 120 50
Bar, Refined.....	85 @ 85 50
Bar, Common.....	90 @ 90 50
Scroll.....	102 50 @ 132 50
Ovals and Half-round.....	102 50 @ 122 50
Band.....	— @ 97 50
Horse Shoe.....	100 @ 105 50
Rods, 1½ to 3-16 inch.....	90 @ 125 50
Hoop.....	107 50 @ 150 50
Nail Rod.....	per lb. 62 @ 62 50
Sheet, Russia, as to No.'s.....	(gold) 174 @ 174 50
Sheet, Single D. and T. Common.....	41 @ 41 50
Rolls, English.....	(gold) 58 @ 59 50
Rails, American, at Works in Penna. c'y. 70 @ 71 50	
Anvils, (Eagle).....	per lb currency. 8 @ 8 50
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)	
English, Cast, (2d and 1st quality) per lb.	15 @ 18 50
English Spring (2d and 1st quality).....	7 @ 10 50
English Blister (2d and 1st quality).....	10 @ 17 50
English Machinery.....	11 @ 13 50
English German (2d and 1st quality).....	104 @ 112 50
American Blister "Black Diamond".....	— @ 12 50
American, Cast, Tool, do.....	15 @ 16 50
American, Spring, do.....	9 @ 11 50
American Machinery do.....	9 @ 10 50
American German do.....	9 @ 11 50
NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)	
Cut, 10d. @ 60d.....	per 100 lb 4 50 @ 5 50
Cut Spikes, all sizes.....	4 75 @ 5 50
Clinch.....	6 @ 6 50
Horse Shoe, Forged (No. 10 to 5).....	per lb. 19 @ 31 50
Copper.....	— @ 39 50
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca.....	(gold) per lb. 41 @ 42 50
Straits.....	(gold) 364 @ 37 50
English.....	(gold) 254 @ 255 50
PLATES—Fair to good brands. —Gold. —Currency.	
I. C. Charcoal.....	per box 8 75 @ 9 10 25 @ 10 75
I. C. Coke.....	7 50 @ 8 50 9 @ 10 10
Coke Terne.....	6 37½ @ 7 50 7 25 @ 9 50
Charcoal Terne.....	7 75 @ 8 25 9 50 @ 10 50
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 48 gravity (in bulk), per gall.	14½ @ 14 50
Crude, 40 @ 47 gravity (in shipping order).....	— @ 18 50
Refined, Standard White (in ship's order).....	— @ 24 50
Refined, prime White (in shipping order).....	— @ 26 50
Refined, S. W. (in jobbing lots).....	— @ 25 50
Refined, S. W. (in tin).....	28 @ 29 50
Naptha, Refined, (65 @ 73 gravity).....	— @ 31 50
Residuum.....	per bbl. 4 @ 4 50
GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 30 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 16 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.	
American Window. (Single Thick.)	
Sizes.	
6 by 8 to 7 by 9.....	\$7 75 @ 7 75
8 by 10 to 10 by 15.....	8 25 @ 8 25
11 by 14 to 12 by 18.....	9 75 @ 9 75
14 by 16 to 16 by 24.....	10 50 @ 10 50
18 by 22 to 18 by 30.....	12 25 @ 12 25
20 by 24 to 24 by 30.....	13 75 @ 13 75
24 by 31 to 24 by 36.....	15 00 @ 15 00
25 by 36 to 30 by 44.....	17 50 @ 17 50
30 by 46 to 32 by 48.....	20 00 @ 20 00
32 by 50 to 32 by 56.....	22 00 @ 22 00
Above.....	25 00 @ 25 00
(The above subject to a discount of 55¢ per cent.)	
French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)	
6 by 8 to 8 by 10.....	(4 qts.) per 50 feet 10 @ 7 75
8 by 11 to 10 by 15.....	(4 qts.) 10 50 @ 8 50
11 by 14 to 12 by 18.....	(4 qts.) 12 @ 9 25
14 by 16 to 16 by 24.....	(4 qts.) 12 50 @ 9 75
18 by 22 to 18 by 30.....	(4 qts.) 15 @ 10 50
20 by 24 to 24 by 30.....	(4 qts.) 18 50 @ 12 50
24 by 31 to 24 by 36.....	(3 qts.) 19 50 @ 12 50
28 by 38 to 28 by 44.....	(3 qts.) 21 50 @ 16 50
32 by 46 to 30 by 48.....	(3 qts.) 23 @ 17 50
30 by 50 to 32 by 52.....	(3 qts.) 24 50 @ 18 50
32 by 54 to 34 by 56.....	(3 qts.) 26 50 @ 19 50
34 by 58 to 34 by 60.....	(3 qts.) 30 @ 22 50
36 by 60 to 40 by 60.....	(3 qts.) 36 @ 28 50
(Subject to a discount of 55¢ per cent.)	
English sells at 40¢ @ 50¢ per cent. off the above rates.	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	Th. 28. F. 29. Sat. 30. M. 2. Tu. 3. W. 4
Canton Co.....	78 79
Central Pacific Co.....	101 102 102 102 102 102
Central of N. Jersey.....	111 113 114 113 114 113
Chicago & Alton.....	119 119 119 119 119 119
do pref.....	106 106 106 106 106 106
do 1 M.....	106 106 106 106 106 106
do S. F.....	101 101 101 101 101 101
do Inc. bds.....	92 92 92 92 92 92
Chicago, Burl. & Q.....	134 134 134 134 134 134
do 8s, 1883.....	88 88 88 88 88 88
Chic. & Northwestern.....	69 70 70 70 70 70
do pref.....	89 90 91 90 91 91
do 1st M.....	98 98 98 98 98 98
do S. F.....	101 101 101 101 101 101
do Consol.....	109 109 109 109 109 109
Chic. Rock Isl. & Pac. 109 109 109 109 109 109	
Chl., R. I. & Pa. 7s, 1896 101 101 101 101 101 101	
Clev., Col. & Ind. 89 89 89 89 89 89	
Clev. and Pittsburgh 121 121 121 121 121 121	
do 2 M.....	121 121 121 121 121 121
do 3 M.....	121 121 121 121 121 121
do 4 M.....	121 121 121 121 121 121
Clev. and Toledo.....	121 121 121 121 121 121
do S. F. 7s.....	121 121 121 121 121 121
Col., Chl. & Ind. C. 20 20 20 20 20 20	
do 1 M.....	92 92 92 92 92 92
do 2 M.....	89 89 89 89 89 89
Del. & Hudson Canal.....	109 109 109 109 109 109
Del. Lack. & Western 108 108 108 108 108 108	
do 1 M 7s.....	108 108 108 108 108 108
do 2 M 7s.....	108 108 108 108 108 108
Dubuque & Sioux City.....	30 30 30 30 30 30
Erie Railway.....	30 30 30 30 30 30
do pref.....	63 63 63 63 63 63
do 1 M 7s, 1897.....	93 93 93 93 93 93
do 2 M 7s, 1897.....	93 93 93 93 93 93
do 3 M 7s, 1898.....	92 92 92 92 92 92
do 4 M 7s, 1890.....	91 91 91 91 91 91
do 5 M 7s, 1898.....	89 89 89 89 89 89
Great Western 2d mort.....	88 88 88 88 88 88
Hannibal & St. Joseph.....	62 62 62 62 62 62
do pref.....	77 77 77 77 77 77
do 8s, conv. 96 96 96 96 96 96	
Hudson River.....	95 95 95 95 95 95
do 2 M. S. F.....	95 95 95 95 95 95
do 3 M 7s, 1875.....	95 95 95 95 95 95
Illinois Central.....	103 103 103 103 103 103
do bonds.....	103 103 103 103 103 103
Lake Shore & Mich. S. 106 106 106 106 106 106	
Lake Shore Div. bonds 97 97 97 97 97 97	
Marietta & Cin. 1st pref.....	106 106 106 106 106 106
do 2d pref.....	119 119 119 119 119 119
Michigan Central.....	119 119 119 119 119 119
do S. F. 8s, 1882.....	94 94 94 94 94 94
M. S. and N. I. M. S. F.....	103 103 103 103 103 103
do 2 M.....	94 94 94 94 94 94
Mariposa Mining Co.....	24 24 24 24 24 24
do pref.....	24 24 24 24 24 24
do Tr. 10s cts.....	24 24 24 24 24 24
Milw. and St. Paul.....	62 62 62 62 62 62
do pref.....	80 80 80 80 80 80
do 1st mort.....	94 94 94 94 94 94
do 2d mort.....	94 94 94 94 94 94
do 7s-10s con.....	94 94 94 94 94 94
Missouri 6s.....	96 96 96 96 96 96
do H. & St. J. 1s.....	94

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

Th.28. F.29 Sat.3

Albany . . .	151½	152	152	152
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	1920	1921	1922	1923	1924
and Albany . . .	151½	152	152	152

..1514 152 152

Albany . . .	151½	152	152	152
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	1920	1921	1922	1923	1924
and Albany . . .	151½	152	152	152

..1514 152 152

merc, in coin, at this port, since January 1, 1871, has been \$122,692,769 against \$111,030,136 same time in 1870.

Foreign exchange has been comparatively quiet, and, most of the week depressed and irregular though closing much sharper with a better inquiry. Bankers' sixty day bills on London closed on Wednesday at 108½@108¾; sight bills on London, 109¼@109½.

The produce exports from this port, week ending with Oct. 3, were to the currency value of \$5,558,596.

Government securities have been quite scarce in the open market and strong and buoyant as to price, with a good inquiry for the coin bearing issues.

Under the Treasury Department programme for October, Government proposes to sell at least eight millions of Gold, as follows: Thursday, Oct. 5—Two Million. Thursday, Oct. 12—Two Millions. Thursday, Oct. 19—Two Million. Thursday, Oct. 26—Two Million. And to buy in, at least, eight millions of Five-Twenties, as follows: Wednesday, Oct. 4—Two Million. Wednesday, Oct. 11—Two Million. Wednesday, Oct. 18—Two Million. Wednesday, Oct. 25—Two Million.

On Wednesday, Government bought in two millions of Five-Twenties at 112 79@112 98 net. The amount of bonds offered was \$8,611,750 at from 112 79@113 34.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¾@118; U. S. Five-Twenties of 1862, 115½@115¾; U. S. Five-Twenties of 1864 at 115½@115¾; U. S. Five-Twenties of 1865, 115½@115¾; U. S. Five-Twenties of 1866 consolidated, 114½@114¾; U. S. Five-Twenties of 1867, 114½@114¾; U. S. Five-Twenties of 1868, 114¼@115; U. S. Ten-forties at 111½@111¾; U. S. Six per cent. currency bonds, 114¼@115.

* The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 20.	Sept. 27.	Oct. 4.
Consols	93¾	92¾	93¾
U. S. 5-20's of 1862 ..	93¾	92¾	93¾
U. S. 5-20's, 1865	92¾	92¾	93¾
" 1867	92¾	92	93¾
" 10-40's	90¾	89¾	90¾
Erie	25¾	25	25¾

The new Funding Five per cent. Loan was quoted in London on Wednesday at 1¾ per cent. discount.

State bonds have been in moderate demand at fairly supported prices.

Railway bonds have been more sought after chiefly for investment purposes at strong prices. Central Pacific Sixes have been readily taken at 102¼@102½. Chesapeake and Ohio Sixes have been in good request for home investment on the basis of 98 per cent. and accrued interest. Less than four millions of this Loan remains to be placed and the present prospect is that the balance will be speedily disposed of.

The St. Joseph and Denver City eight per cent. gold bonds have been quite actively sought after at the established price of 97½ and accrued interest.

Railway and miscellaneous share property has been fairly active, but variable as to price.

General business has been moderately active, with a firmer market noted for the leading articles, though leaving off less buoyantly. Middling up-

land cotton closed on Wednesday at 20¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 98,809 bales, against 155,401 bales same time in the preceding year; exports 88,400 bales, against 21,950 bales in the previous year; stock at the ports at latest dates, 100,293 bales, against 106,013 bales same date 1870.

At the Live Stock Markets, Beeves have been in moderate request at from 6@13 cts.; Veals at 4@10½ cts.; Sheep at 4@6½ cts.; Lambs at 6@8½ cts.; Swine, 5½@5¾ cts per lb., all live weight. The week's receipt were 6,826 Beeves, 2,159 Veal Calves, 30,720 Sheep and Lambs; and 16,582 Swine.

Foreign goods continue in fair request and generally steady as to price. The week's imports of foreign goods reached \$6,884,432, including \$2,569,659 of dry goods.

Ocean freights have been less active, and rates have been rather less firm.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 8s, 100½; do., 5s, 69; North Carolina 6s, special tax, 17; do., Fund Act, 1866, 35; South Carolina 6s, new, Jan. and July, 51; do. Apl. and Oct., 49½; New York State 6s, 1873, 108; do., 7s, B. L., reg., 109¾; Georgia 7s, 92½; do., 7s, gold, 96½; Arkansas 7s, (L. R., P. B. and N. O. R. R.), 49½; Albany and Susq. R. R., 93; do. 2d mort., 93; St. Louis and Iron Mt. 1st mort., 92½; Illinois and Southern Iowa 1st mort., 85; New York and New Haven R. R., 155; do., 6s, 97; Central of New Jersey new loan, 102½; Buffalo, New York and Erie 1st mort., 96; Quincy and Toledo 1st mort., 90¼; Ohio and Miss. consol. 94¼; St. Louis, Jacksonville and Chicago 1st mort., 94; Hannibal and Naples 1st mort., 89; Toledo, Peoria and Warsaw 1st mort. E. D., 90¾; do., W. D., 88; New Jersey, R. R., 124¾; Maryland Coal, 31¼; Spring Mt. Coal, 85; Consol. Coal. of Md., 46½; Am. Coal, 56; Cumberland Coal and Iron, 45; Brunswick City Land, 9; Western Union Tel., 66¾; Adams Exp., 87¼; Am. Mer. Union Exp., 57½; U. S. Exp., 58½; Wells-Fargo Exp., 53; Quicksilver pref., 25.

Philadelphia.—West Jersey R. R. 6s, 93½; Chesapeake and Delaware Canal 6s, 95¾; Susq. Canal 6s, 63; Harrisburg and Lancaster 6s, 92½; Penn. and New York Canal 7s, 96; Allegheny Valley 7 3-10s, 94; Phila. and Reading 6s, 1844-80, 93; Huntingdon and Broad Top Mt., 2d mort., 86; do., consol. 48½; Wilmington and Reading 7s, 96; Belvidere Delaware 2d mort., 82; East Pennsylvania R. R., 38; Nesquehoning R. R., 56½; Germantown Passenger R. R., 34¾. The latest quotations are: City 6s, 101½@101¾; do. free of tax, 101½@101¾; State 5s, coupon, 100@—; do. 6s, W. L., 100½@100¾; do. 1st series, 100¼@101; do. 2d series, 104¼@104½; do. 3d series, 106@107; Reading, 57½@57¾; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 92@93; Camden and Amboy, 125½@126; do. mort. 6s, 1889, 95¾@96; do. 1883, 91@—; do. 1889, 90@90½; Pennsylvania R. R., 62¼@62¾; do. 1st mort., 100@100; do. 2d mort., 98@100; do. General mort. coupon, 93@93¾; do. reg., —@92¾; Little Schuylkill R. R., 46@46; Morris Canal, 48@52; do. pref., 121@125; do. 6s, 91@—; Susquehanna Canal, 9@10; do. 6s, 63@63¾; Schuyl-

kill Nav., 8@9; do. pref., 17@17½; do. 6s, 1882, 78¼@80; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 98½@95; do. 5s, 61@—; Lehigh Coal and Navigation, 37¼@37½; do. 6s, 1884, 84¼@85; do. R. R. Loan, 92@92¼; do. Gold Loan, 91½@91¾; North Pennsylvania, 50@51; do. 6s, 101½@101¾; do., 7s, 98@98; do. Chattle 10s, 110@—; Philadelphia and Erie, 27@27½; do. 6s, 88½@—; Minehill, 51¾@52½; Catawissa, 18@18; do. pref., 49¼@49½; Lehigh Valley, 61¼@62; do. 6s, new coupon, 98@98; do. reg., 98¼@—; do. 7s, 100@—; Fifth and Sixth streets, (horse), 45@45; Second and Third, 67@68; Thirteenth and Fifteenth, 23½@24; Spruce and Pine, 32@33; Green and Coates, 48@—; Chestnut and Walnut, 52½@55; Hestonville, 21@22½; Union, 70@70½; Germantown, 30@—.

Boston.—Vermont Central 1st mort., 85¾; do., 2d mort., 40; Central Pacific 7s, 1883, 101½; Cedar Rapids and Missouri 7s, 1916, 90; Eastern R. R. 6s, 1889, 97¼; Western R. R. 6s, 1875, 99¾; Atchison, Topeka and Santa Fe 7s, 1891, 90; Mansfield and Framingham 7s, 1st mort., 92; Cheshire R. R. 6s, 95; Maryland and Delaware 1st mort., 6s, 1885, 50; Essex R. R. 6s, 1876, 93; Framingham and Lowell 7s, 1891, 90; Burlington and Missouri River R. R. Land Grant 7s, 95¾; Kansas City and Cameron 10s 1892, 109¾; Michigan Central R. R. 8s, 1880, 109½; Connecticut and Passumpsic Rivers R. R. pref., 92¾; Burlington and Missouri River R. R. in Nebraska, 34¾; Indianapolis, Cincinnati and Lafayette R. R., 8¾; Rutland R. R., 30½; do. pref., 80¾; do. 8s, 1880, 100; Norwich and Worcester R. R., 117½; Eastern (N. H.) R. R., 104; Portsmouth, Gt. Falls and Conway R. R., 104; Cincinnati, Sandusky and Cleveland R. R., 23; do. 6s, 1900, 77½; Boston Water Power, 49¾; Cary Imp., 15¾; East Boston Land, 16; Waverly Land, 4¼; Massachusetts 5s, 1883, gold, 111¼; Maine 6s, 1883, 101¼; do., 1880, 102; New Hampshire 6s, 1876, 100½; Connecticut 6s, 101; Boston 6s, 1876, 101¾; do., 5s, 1880, gold, 100; do., 1875, gold, 100¾; Chelsea 6s, 1891, 100; Manchester, N. H., 6s, 1885, 100; Belfast 6s, 1898, 92; Fall River 6s, 1891, 101; Charleston 6s, 1891, 101½; St. Louis 6s, 1887, 91; Chicago 7s, 1881, 102¼; Cincinnati 7s, 1886, 104¾; Brooklyn 7s, 1876, 101¼; Hartford 6s, 1890, 99; do. 1879, 100½; Allouez Mining Co., 3; Calumet and Hecla, 110½.

Baltimore.—Virginia 6s, old, coupon, 64; do., reg., 52¼; do., 1867, reg., 66½; Orange, Alexandria and Manassas 7s, 1882, 81; Richmond and Danville bonds, 81½; Orange and Alexandria 2d mort., 6s, 80; Central Ohio R. R., 29¼; do., 1st mort., 84½; Northern Central 6s, 1900, gold, 93¼; Virginia and Tennessee 1st mort., 90; George's Creek Coal, 80; Memphis City 6s, 58½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¾@95; Baltimore and Ohio, 142½@145; do. 6s, 1875, 96@96½; do. 1880, 95¾@—; do. 1885, 90@—; Northern Central, 41½@42; do. 6s, 1885, 92@92½; do. 1900, 87@89; do. 6s, 1900, gold, 93@92¼; N. W. Va. 1st mort., 99@100; do. 2d mort., 98½@100; do. 3d mort., 1885, 90¾@90¾; Marietta and Cincinnati 7s, 1892, 97½@97¾; do. 2d mort., 87¼@87¼; do. 3d mort., 79½@80; Central Ohio, 29¼@29½; do. 1st mort., 84¼@84¾; Western Md. 1st mort. 6s,

1890, 81@—; do. guar. by Baltimore City, 91@95; do. 2d mort. guar., —@85; do. 2d mort. pref., 62@—; do. 6s, guar. by Washington Co., 84½@85; Richmond and Danville bonds, 81@—; Orange and Alexandria 1st mort. 6s, 90@90; do. 2d mort. 6s, 79¾@80½; do. 3d mort. 8s, 89½@89¾; do. 4th mort. 8s, 81@82¼; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 8s, 88½@89; do. 6s, 1st mort., 90@95; do. 6s, 2d mort., 78½@80; Baltimore 6s, 1875, 100@100½; do. 1884, 98@100; do. 1886, 98½@99½; do. 1890, 97¾@98; do. 1893, 98@98¾; do. 1900, 97¾@98; do. 5s, 1838-'70, 80@82; Memphis City 6s, 58¼@58½; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 106@106; City Passenger R. R., 22¼@23½; George's Creek Coal, 78@81; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

Transportation from the Far West to the Seaboard.

The Boards of Trade and the newspapers of the principal Western Cities have long been waging a wordy war as to the claims of their respective routes for transporting heavy products from the Far-West to the seaboard. Chicago, happy in her lake navigation, has been ridiculing the river trade of her rivals; while at the same time complaining of the exactions of the canals and railroads across this State. St. Louis, in like manner, has clung to her scheme of shipments by way of the Gulf until the railroads have brought about a degree of comparative equality with her sister, but envious, city. The truth, we suspect, is that there as disabilities attending both the extreme northern and extreme southern lines of transit. The lake navigation is interrupted by ice and storms for about half the year, and is attended by certain appreciable risks and expenses, like that via New Orleans, which go far to neutralize the greater economy of water carriage over-land transportation for equal distances.

The St. Louis *Republican*, alluding to the completion of the Chesapeake and Ohio Railroad and its connections, via Louisville, as another superior and competing line to the seaboard, claims that by making use of the Ohio river from its confluence to the mouth of Guyandotte, they will have a cheap and reliable water-route as a complete offset to the lake routes, which are the boast of Chicago. Between Cairo and Huntington, the river terminus of the Chesapeake and Ohio Railroad, 650 miles, the Ohio is at all times navigable, and with scarcely an interruption, for boats carrying 200 tons; while the lake navigation is attended with more or less risk, and is closed by ice or storms for about half the year. Freights transferred to the new railroad line at Huntington will have a very easy line (30 feet maximum grade) to tide water of about 450 miles; the same distance as the lines from Dunkirk, Buffalo, or Ogdensburg to New York.

There is more in this scheme than at first meets the eye. Students of this problem will remember that twenty years ago a distinguished civil Engineer, Charles Ellet, proposed to make of the Ohio River, below its confluence with the Great Kanawha, a navigable and manageable canal, 700 miles in length. The plan was urged then on behalf of navigation alone, but has since attracted fresh importance as a means of equalizing at the same time, the alternate drouths and floods which

characterise the Mississippi and its chief tributaries. His plan was to construct, at favorable points in the mountains of West Virginia, reservoirs of capacity sufficient to store up the over-abundant floods, which being released in the drier seasons would afford five feet of water in the Ohio throughout its longest drouths. He made surveys and calculations of the cost—which was comparatively insignificant—and fixed the sites of the necessary dams on the head waters of the Kanawha.

It is noticeable, however, that boats of 200 tons burthen can make trips from Cairo to the mouth of Guyandotte with great regularity, all the year round; and there is hardly an interruption to the steamboat navigation, summer or winter, below the western terminus of the Chesapeake and Ohio Road. This road must have a great advantage, therefore, in touching the Ohio at the head of reliable navigation, and in possessing one of the shortest and easiest portages over the Allegheny elevations to the Atlantic coast. By this route St. Louis would have 850 miles of cheap, reliable and inexpensive river carriage, and a haul of 420 miles of railroad transportation, to reach the navigable waters of the Chesapeake, against the 900 miles of lake navigation during half the year, and a railroad haul of 440 miles, which Chicago makes a matter of boast. By continuing the river cargoes up the Kanawha, to the Falls of that stream, the proportions of the Ohio Route would be changed to 970 miles of river, and 325 miles of rail. Chicago, could, however, avail herself of the easy grades of the new line, and thus place herself nearer to the Atlantic in point of grades and miles, than by the more circuitous route of the Lake Shore. The whole region of the Southwest together with the important cities of Louisville, Cincinnati, and the manufacturing districts above and around them, are interested in the completion of this new Trunk line; and the latest information shows that an influx of capital and population is pouring into the mineral regions of West Virginia adjacent to the Chesapeake and Ohio Road.

THE WEST WISCONSIN RAILWAY is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by WHITE, MORRIS & Co., 18 Wall-st., and GWYNNE, JOHNSON & DAY, 16 Wall-st., where pamphlets and further information may be obtained.

The Ellicott City *Times* states that the Baltimore and Ohio Railroad Company have a portion of their engineering corps engaged in surveying the long projected and much talked of "cut off" at Elysiville. A branch road, it is said, will be constructed to run from that point direct to Baltimore, to be used exclusively by the through express and fast line passenger trains.

CHESAPEAKE AND OHIO—FIVE-TWENTIES—CENTRAL PACIFICS.

BANKING OFFICE OF

FISK & HATCH,

No. 5 NASSAU-ST., NEW YORK, Oct. 2, 1871.

Very many holders of Government Bonds are debating in their own minds whether to sell out while they can realize a handsome premium on their bonds, or to exchange them for other first-class securities bearing the same rate of interest, which may be had at much less price. We have been exchanging large amounts of late for CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS, and also for the CENTRAL PACIFIC SIXES.

Of the FIFTEEN MILLION CHESAPEAKE AND OHIO SIX PER CENT. LOAN, but about \$4,500,000 remain unsold, and this remainder will be taken up rapidly. These bonds have absolutely thirty years to run, are especially desirable for steady investments, and can now be bought

17 per cent. less than TEN-FORTIES,
20 per cent. less than FIVE-TWENTIES,
25 per cent. less than SIXES OF 1881,

and are equally sure to be paid principal and interest in gold coin. Price (at present) 98 and accrued interest, that is, with coupon attached, payable November 1.

\$1,000 Chesapeake and Ohio Bond costs to-day \$955 32.
\$500 Chesapeake and Ohio Bond costs to-day \$477 65.
\$100 Chesapeake and Ohio Bond costs to-day \$95 53.

Only a small amount of the latter denominations remains, and no more can be made. Bonds are in coupon or registered form, same as FIVE-TWENTIES.

When the railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics, which now command a premium, and are a favorite security here and in Europe both roads being prominent lines and under substantially the same fiscal management. Both principal and interest of the CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence as we did the Five-twenty bonds, when we were selling millions of them for the United States Government.

We buy and sell FIVE-TWENTIES, TEN-FORTIES, EIGHTY-ONES, and CENTRAL or WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price.

FISK & HATCH.

P. S.—Accounts of Banks, Bankers and others received, on which we allow Four per Cent. interest.

Certificates of deposit issued and collections made in all parts of the Union.

HARVEY FISK,
A. S. HATCH.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first nine months of the years—

	1870.	1871.
Wheat, bbls.....	5,914	5,303
Breadstuffs—		
Wheat flour, bbls.....	2,763,742	2,534,717
Corneal, bbls.....	152,771	145,504
Wheat, bush.....	15,419,489	15,623,995
Oats, bush.....	367,872	475,731
Barley, bush.....	6,293,914	7,234,059
Peas, bush.....	1,937,544	944,952
Beans, bush.....	177,453	95,540
Corn, bush.....	6,412,896	21,455,379
Cotton, bales.....	488,801	666,368
Naval Stores—		
Crude turp., bbls.....	5,800	6,518
Spirits turp., bbls.....	52,056	47,792
Rosin, bbls.....	418,280	352,723
Tar, bbls.....	44,717	16,851
Pitch, bbls.....	2,192	640
Provisions—		
Pork, bbls.....	89,362	157,757
Beef, pkgs.....	63,948	86,095
Cutmeats, pkgs.....	78,255	123,684
Butter, pkgs.....	335,892	462,102
Cheese, pkgs.....	995,180	1,090,128
Lard, tcs. and bbls.....	59,554	178,437
Eggs, kegs.....	20,179	16,135
Whiskey, bbls.....	153,362	121,282

Exports from New York to foreign ports of certain leading articles of domestic produce for nine months from January 1st—

	1870.	1871.
Wheat, bbls.....	2,396	1,624
Oats, bbls.....	58	228
Peas, lbs.....	218,882	178,619
Breadstuffs—		
Wheat flour, bbls.....	1,409,986	1,300,263
Oats flour, bbls.....	3,166	2,676
Corneal, bbls.....	59,207	92,683
Wheat, bush.....	13,095,214	15,146,291
Oats, bush.....	65,734	318,938
Barley, bush.....	13,860	20,433
Peas, bush.....	81,797	65,376
Beans, bush.....	138,288	8,499,652
Corn, bush.....	315,675	89,256
Andles, bxs.....	29,288	12,181
Coal, tons.....	29,417	439,088
Cotton, bales.....	278,142	21,029
Lard, bales.....	32,223	26,953
Naval Stores—		
Crude turp., bbls.....	403	283
Spirits turp., bbls.....	14,212	10,858
Rosin, bbls.....	329,290	274,026
Tar, bbls.....	13,826	8,297
Pitch, bbls.....	3,015	2,124
Whale, galls.....	104,403	223,310
Sperm, galls.....	329,374	532,996
Lard, galls.....	17,873	157,195
Linseed, galls.....	6,261	9,185
Provisions—		
Pork, bbls.....	65,917	126,324
Beef, bbls.....	10,233	37,564
Oats, tcs.....	36,883	66,275
Cutmeats, lbs.....	22,092,230	58,243,642
Butter, lbs.....	1,078,083	5,067,735
Cheese, lbs.....	49,214,039	53,525,675
Lard, lbs.....	22,230,301	76,844,832
Eggs, tcs.....	1,174	2
Whiskey, bbls.....	20,262	8,041
Alcohol, lbs.....	14,720,568	26,404,594
Tobacco, crude, pkgs.....	66,764	93,066
Manf., lbs.....	4,754,243	6,447,590
Whalebone, lbs.....	316,752	368,616
Petroleum, galls.....	66,741,106	69,763,435

At the end of the past year there were forty-five railways in Russia, the total length of which was 1,384 geographical miles. The traffic during the year consisted of 14,685,986 persons, and 224,707,000 cwt. of goods. The total revenue was 78,634,000 roubles, or 56,818 roubles per mile.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO LAND BY CONSTRUCTION OF RAILROAD THEREON.

The facts in the late case of Snyder and others vs. The Western Union Railroad Company, (25 Wis., 60), are fully and clearly stated in the following opinion by

COLE, J.—We really do not see any force in the objection that the respondents failed to prove title to the premises in question. It was clearly shown that they were the heirs at law of Frederick Snyder the grantee of the original patentee, and also of Cornelius Snyder. The decease of both these persons was proven. It seems to be assumed that they were also claiming as heirs at law of John Snyder. But we do not so understand it. John is made a party to the proceeding, upon the presumption, we suppose that he is still living. Upon paying the judgment, the company will make compensation for his interest, as well as for the interest of the other parties. The whole legal title was represented by Byron and John Snyder; and those interested in the mortgage were before the Court.

The important question in this case is that which relates to the ruling of the Court as to the admission of evidence. Witnesses were asked what, in their opinion, was the value of the land actually taken for the use of the railway track. They were also asked whether the residue of the farm was less valuable in consequence of the railroad crossing it in the manner it did, and how much the property was depreciated in value thereby. Now, it is said this testimony was improperly admitted, because it was merely calling for the opinion of the witnesses as to what was the amount of damage to the land not taken by the company, in consequence of the railroad running through the farm, and that the witnesses should have been examined only as to the facts within their personal knowledge which might have a bearing upon the question of damages and which might aid the jury in estimating the extent of the injury. As a general rule the testimony of witnesses is confined to a statement of facts coming from observation, knowledge and recollection, as distinguished from mere inference or opinion. But this rule has its exceptions. "There is certainly a very considerable number of subjects in regard to which the jury are supposed to be well instructed, and altogether capable of forming correct opinions, and in regard to which the testimony of experts is not competent or not requisite, but which it is more or less difficult for the witnesses to describe accurately so as to place them fully before the minds of the jury as they exist in the minds of the witnesses." 1 Redfield on Railways § 10 page 16. And of this character is the question in regard to the value of property. It is impossible for witnesses to so clearly and accurately describe the situation and condition of a farm, the inconveniences and disadvantages resulting from a railroad crossing it as that a jury, from the evidence alone, can arrive at a just conclusion as to the injury to the property. Hence many courts, from the necessity of the case, have sanctioned the rule which permits witnesses to state their opinions as to the value of property, real and personal, which is the subject of litigation. In this case the witnesses were farmers, well acquainted with the situation and condition

of the farm, and they were asked how much the market value of the land not taken was diminished in consequence of the railroad crossing it in the manner it did. How much less per acre is the land worth by reason of the road passing over it! was the question asked. The object was to ascertain whether the saleable value of the property had been diminished thereby; and, if so, to what extent. In that form was not the question a proper one? Could not the witnesses state the difference between the value of the farm as it would have been if the road had not crossed it, and its value in its then present condition? It seems to us that they might give their opinion as to the value of the property if the railroad had not crossed it, and its market value as it then was. Without the opinion of the witnesses as to the value of the land as it then was, and as to its value had not the road passed over it, the jury would have been unable to estimate the amount of damages. If the residue of the farm was depreciated in value by reason of the railroad crossing it, the respondents were entitled to compensation therefor in such a sum as should make good the loss. This was decided in Robbins vs. Milwaukee and Horicon R. R. Co., 6 Wis. 636; and the doctrine is founded in reason and justice. For, if property is materially and permanently diminished in value in consequence of a railroad running over it, why should not the owner have full satisfaction in damages? Equity and justice require that he be compensated, not only for the land actually appropriated by the company for the use of its road, but also for the incidental injury to the value of the residue of the property. And the charter of this company recognizes this most equitable principle, by requiring the commissioners appointed to view and examine all the lands taken, with the buildings and improvements thereon, "to estimate the value of the land so taken or required by said company, and all damages which the owner or owners thereof shall sustain or may have sustained by reason of the taking of the same for the construction and use of said road, or works appertaining thereto, taking into consideration the advantages as well as the disadvantages of the same, by means of the construction and operation of the said road, to said owner or owners." Ch. 16, Priv. Laws, 1854. And, in order to aid the jury in estimating the incidental damages resulting to the property by reason of the construction of the road, the witnesses were properly asked how much less the residue of the farm was worth in consequence of the road passing over it in the manner it did. They were allowed to describe how the road crossed the farm, the height of the grade, the inconvenience and trouble of passing from one part of the farm to another with cattle and agricultural implements, and thus, as far as possible, bring before the jury all these facts and circumstances. But even then the jury, with all these facts before them, would be unable to render a proper verdict as to the amount of damages, unless they could have the opinion of the witnesses as to the value of the land before and after the location of the road. In no other way, as it seems to us, could the jury ascertain the extent of the injury sustained.

In this case, the witnesses stated what, in their opinion, was the depreciation in the market value

of the farm in consequence of the road passing over it, together with some reasons and facts why it was diminished in value. It is said that, in giving their opinion as to the amount of damages to the lands which were not taken, they naturally and necessarily included in their estimate remote and fanciful injuries which possible might occur by reason of operating the road. We do not so understand their testimony. True, some of the witnesses were asked why it was that the residue of the farm was so greatly diminished in value in consequence of the road crossing it, and they gave various reasons. They said it was inconvenient and troublesome to cross the track, from one part of the premises to another, with cattle and agricultural implements; that there is more or less danger to person and property when doing so; that grain and property near the track were exposed to fire from locomotives; that horses were liable to be frightened by passing trains of cars, and to run away and destroy property, and that on account of these things, the farm was less valuable. But this evidence was not introduced for the purpose of laying the basis for the recovery of damages for such remote and speculative injuries. The manifest object of it was to account for the decrease in the value of the property. For the witnesses say the actual depreciation in the saleable value of the farm resulted from these things. That is, all persons wishing to buy property would not pay so much for it, because of such possible injuries and exposures. And by as much as the real value of property was diminished in consequence of such inconveniences, dangers and annoyances resulting from the construction of the road, by so much was the owner of the property injured. But there is a very wide distinction between giving damages for such remote and possible injuries, and compensating the owner for the actual depreciation of his property, because of its exposure to such hazards and dangers. Whatever may cause the depreciation, the loss to the owner is the same. If, in consequence of its exposure to these remote injuries, the property is diminished one-half in value, then this decrease in value measures the actual loss to the owner. And, when compensated for this depreciation in the value of his property, he is not receiving compensation for some imaginary injury, some fanciful loss, which may or may not occur, but he is paid for a real loss which he sustains by the building of a railroad across his property. If the construction of the road across his land depreciates the property one half its value in the market, then he is damaged to this extent. It matters not what causes the depreciation in value, whether exposure to fire, annoyance from trains, or danger to person and property, the real question is, whether, in consequence of the railroad, the property is diminished in value; and if so, how much; for this will measure the direct and necessary loss which the owner has sustained by the construction of the road over his land. And all that the witnesses were asked to state was, how much less was the market value of the farm in consequence of the railroads crossing it; and they were allowed to state their opinion upon that point, together with the facts or reasons upon which that opinion was founded. We think the evidence was competent for the purpose for which it was allowed, and that in no other way was it pos-

sible to bring before the jury such facts as would enable them to render a verdict for the proper damages.

It is proper to add, that the court directed the jury that they must disregard all testimony tending to prove remote and speculative damages, and only give the respondents such sum as would indemnify them for the loss they had sustained in consequence of the construction of the road across the farm. The jury in estimating the extent of the injury to the property, were expressly told that the respondents were entitled to recover only for the direct damage resulting from the construction of the road.

We see no error in the proceedings which warrants a reversal of the judgment.

Judgment affirmed.

Commerce of New York.

The foreign imports at New York for the month of August, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consump't'n.	\$18,722,322	\$23,609,684
Do. for warehousing....	9,965,682	12,389,981
Free goods.....	1,141,295	2,067,145
Specie and bullion.....	430,726	336,395
Total entered at port...	\$30,260,025	\$37,403,205
Withdrawn fr. wareh'use	11,305,475	12,596,633

The foreign imports at New York for the eight months from January 1, were:

	1870.	1871.
Entered for consump't'n.	\$112,178,072	\$143,664,064
Do. for warehousing....	85,387,812	102,483,304
Free goods.....	8,571,485	19,875,945
Specie and bullion.....	7,788,675	5,255,087
Total entered at port...	\$218,926,044	\$271,278,400
Withdrawn fr. wareh'ise	80,203,700	85,735,447

The revenue from customs at New York for eight months from January 1, has been as follows:

	1870.	1871.
Six mos.....	\$67,581,811 10	\$73,692,107 93
In July.....	10,592,841 37	11,934,957 33
August.....	15,078,512 90	16,932,839 65
8 mos.....	\$93,253,165 37	\$102,559,904 91

The exports from New York to foreign ports in the month of August, were:

	1870.	1871.
Domestic produce.....	\$12,599,436	\$18,900,769
Foreign free goods.....	23,116	148,519
Do. dutiable.....	808,944	461,249
Specie and bullion.....	10,548,076	2,701,287
Total exports.....	\$23,979,572	\$22,211,824
Do. exclusive of specie.	13,431,496	19,510,537

The exports from New York to foreign ports for eight months from January 1, were:

	1870.	1871.
Domestic produce.....	\$111,264,616	\$146,314,092
Foreign free goods.....	321,444	803,155
Do. dutiable.....	6,854,123	5,324,890
Specie and bullion.....	44,311,127	55,489,604
Total exports.....	\$162,751,310	\$207,931,741
Do. exclusive of specie.	118,440,183	152,442,137

A French engineer, M. E. Legout, has written a letter to the *Siecle* in which he says that as the problem of cutting through high mountains has now been solved by the successful completion of the Mont Cenis tunnel, there is nothing to prevent a railway being made from Paris to Peking. He estimates that the cost of the great tunnels would be 220 millions of francs.

Northern Pacific Railroad.

At a meeting of the directors of this company, held in this city on the 29th ult., the contract was let to Payson, Canda, & Co., of Chicago, for the construction of the road from the Red River to the Missouri river two hundred miles, to be completed by the first of July next. At the same time the contract was let to De Graff & Co., of St. Paul, for the construction of the St. Paul and Pacific, from Sauk Rapids to Brainerd, to be completed by December first. Also, the line from St. Cloud to Pembina, to be done before the first day of January, 1873, a distance of about three hundred and fifty miles. The completion of these contracts will put the Territories of Dakota and Montana, as well as the Districts of Manitoba and the great valley of the Saskatchewan in direct communication with the entire system of railways of the United States and Canada, and make a grand total of about eight hundred and fifty miles of railway under the management of the Northern Pacific in Minnesota and Dakota.

Coal and Iron in Western Virginia.

The Greenbrier Independent, published on the line of the Chesapeake and Ohio Railroad, says that "by actual measurement a four-foot vein of coal will yield 125,000 bushels to the acre. The aggregate coal stratas in Fayette County amount to at least 40 feet solid coal, or 1,000,000 bushels upon a single acre!

Prof. Daddow says that this coal is superior for furnace or ore-melting purposes to that of the Kanawha Valley. Of iron ore throughout that country there is no lack. But if there is, the Alleghenies are filled with it, and if it pays to carry the raw ore from Iron Mountain, in Missouri, to the coal at Pittsburgh, a distance of 700 or 800 miles, why would it not pay to carry the raw ore from Jackson River to Bowyer's Ferry, only 100 miles? The day is not far distant when the smoke of one furnace, connecting with that of another, will hang in one dense and unbroken cloud from Clinton Forge to Huntington, and at night the waters of the Greenbrier, the New River, the Kanawha and the Ohio will be lighted up with one continuous glare, from Greenbrier Bridge to Big Sandy. The timber along this entire line, and within reach of it, is worth one hundred times more to-day than what the land and all its timbers and minerals is selling for. We know of coal regions where lands sell readily at \$1,000 and \$1,500 per acre—lands that a few years ago you could have bought at 25 cents an acre."

Steel Ordnance.

This country does not possess any establishment capable, like that of Krupp, of turning out steel work of any size and in any quantity. Our crucible steel works are extremely limited both in number and capacity, and were we to begin now the construction of such works, it would be long before we could get them in operation. There is no branch of metallurgy which is so absolutely dependent upon the skill of the work-man as steel-making, and it would be long before our manufacturers could train any considerable number of men for the work, and still longer before they could free themselves from the bondage which a small and necessary class of men always imposes upon its employers. Nor could manufacturers be easily found who would undertake the task of setting up works here, for the crucible method of making steel is looked upon as one of those processes destined to be supplanted by the progress of metallurgy. There are already works in Sweden where razor steel is made by the BESSEMER method, the decarburization of the charge being arrested at the proper point, and no *spiegel* used. For all these reasons it appears evident that if we adopt steel guns in our service, we must for a long time at least draw either the material or the finished guns from foreign manufacturers.—*U. S. A. and N. Journal*.

Statistics of Commerce and Navigation.

In addition to the synopsis of the Report of the Bureau of Statistics previously published by us, Mr. Young, Chief of the Bureau, has supplied the following statement, giving the number and tonnage of vessels engaged in the foreign trade which entered into and cleared from the ports of the United States during the fiscal year ended June, 30, 1871:

Vessels.	Entered.		Cleared.	
	Number.	Tons.	Number.	Tons.
American...	10,715	3,742,740	10,573	3,746,945
Foreign....	19,406	6,266,444	19,288	6,151,537

Total....30,121 10,009,184 29,861 9,898,482

Fiscal year ending June 30, 1870:

Vessels.	Entered.		Cleared.	
	Number.	Tons.	Number.	Tons.
American...	10,797	3,486,038	10,489	3,506,929
Foreign....	19,513	5,669,621	19,509	5,662,474

Total....30,310 9,155,659 29,998 9,169,403

The report also contains statements showing the immigration to the United States during the fiscal year ended June 30, 1871, exhibiting their nationalities and occupations, as follows:

Total number of immigrants arrived during the year, 321,350, of which 190,428 were males and 130,922 females. From England, 56,530; Ireland, 57,439; Scotland, 11,984; Wales, 899; Great Britain, not specified (supposed to be mainly from Ireland) 16,042; Germany, 82,544; Austria, 4,884; Sweden, 10,699; Norway, 9,418; Denmark, 2,015; Holland, 993; Belgium, 774; Switzerland, 2,269; France, 3,137; Spain, 558; Portugal, 290; Italy, 2,805; Greece, 11; Turkey, 22; Russia, 673; Poland, 525; Hungary, 3; Gibraltar, 1; Europe, not specified, 1; Sicily, 11; Corsica, 1; China, 7,135; Japan, 78; India, 14; Asia Minor, 3; Syria, 1; Arabia, 1; Persia, 4; Egypt, 3; Morocco, 9; South Africa, 2; Africa, not specified, 9; Canada, 26,766; Nova Scotia, 14,582; New Brunswick, 4,232; Prince Edward Island and Newfoundland, 1,444; British Columbia, 7; British North American provinces, not specified, 51; Mexico, 402; Central America, 4; United States of Colombia, 8; Venezuela, 24; Guiana, 5; Brazil, 14; Uruguay, 12; Argentine Republic, 16; Chile, 4; Peru, 10; South America, not specified, 108; Azores, 703; Hayti, 24; Jamaica, 24; Porto Rico, 17; Banamas, 233; Barbados, 32; St. Croix, 25; Caribbees, 5; West Indies, not specified, 108; Azores, 597; Cape de Verdes, 1; St. Helena, 20; Bermuda, 82; St. Pierre, 5; Sandwich Islands, 3; Australia, 15; New Zealand, 3; Philippine Islands, 3; Java, 1; born at sea, 29; countries not specified, 81.

The occupations of the immigrants are thus classified:—Professional, 2,571; skilled, 33,254; miscellaneous, 113,310; not specified, 18,482; without occupation (mostly women and children), 153,733. A few of the occupations in detail are as follows:—Farmers and farm laborers, 27,042; laborers, 65,936; servants, 13,814; mechanics not specified, 12,497; actors, 47; architects, 19; authors, 2; chemists, 26; clergymen, 270; editors, 12; engineers, 348; engravers, 36; lawyers, 73; linguists, 2; lithographers, 9; magician, 1; musicians, 210; physicians, 200; priests, 3; reporters, 2; sculptors, 4; teachers, 1,118; auctioneers, 2; bakers, 481; bird fanciers, 3; blacksmiths, 1,524; boilermakers, 12; brewers, 164; butchers, 356; carpenters and joiners, 3,250; chimney sweeper, 1; clerks, 1,719; coopers, 308; coppersmiths, 10; decorator, 1; diver, 1; druggists, 32; dyers, 38; foreman, 1; founders, 4; gardeners, 223; gold beater, 1; instrument maker, 1; jeweler, 164; lace makers, 2; manufacturers, 112; mariners, 1,029; masons, 1,508; miners, 4,293; moulders, 41; opticians, 17; painters, 347; printers, 160; puddlers, 31; seamstresses, 455; shipwrights, 340; shoemakers, 969; splinters, 40; stonecutters, 127; tailors, 1,169; Thatcher, 1; tinsmiths, 82; turners, 26; undertaker, 1; weavers,

429; wheelwrights, 60; brokers, 36; consuls, 3; contractors, 3; fishermen, 237; hotel keepers, 40; monk, 1; nuns, 15; peddlers, 11; shepherds, 28; soldiers, 68; stewardess, 1; students, 326; travelers, 59.

The Baxter Engine.

We have heard much of the above machine, and on a recent visit to the Fair of the American Institute we saw four of them standing on a platform 12x12 ft., one of them being fired, and generating steam and supplying the other three, so that all four were running so quietly that a lady remarked: "I would love to get a sewing machine that would run as quietly as a Baxter Engine." This Engine is manufactured by Colt's P. F. Arms Mfg Co., of Hartford, Conn.—each part being made by a special tool—so that each engine of a given size is an exact duplicate of every other one of that size, the importance of which will be understood by all who are at all familiar with machinery. They have contracted to make all the engines wanted during the term of their patents, which cover the improvements, and it is admitted that in point of mechanical construction the engines are "the very perfection of motive power."

In economy of fuel they are unsurpassed; an ordinary scuttle full of coal will produce one horse power per day in either one of their engines. We know a newspaper publisher who has put in a Baxter Engine in the place of one he had been using, and the saving of fuel he makes pays for the engine in one year.

We will now give our readers the result of a critical examination of one of these engines at the warehouses in Park Place. We find, combined in a small compass, furnace, boiler, engine, governor, pump, gauge cocks, safety valve, steam gauge and water bottom, which is also heater and mud drum. The fire surfaces are entirely surrounded by water, except at the furnace door, the water bottom being a perfect protection from the fire on the floor. The boiler of this engine is, tubular, but not in the ordinary sense of a vertical tubular boiler. Over the fire is a large combustion chamber, curving in for a short distance at the bottom, from which curvature flues descend all around the circumference of the boiler. Over this chamber, and around these flues, is the water contained in the boiler. The heat ascending from the fire, strikes the upper part of the combustion chamber, and consequently gives the strongest heat where the most water is, and in this combustion chamber all the gases and smoke are completely consumed. The heat then descends through short flues, striking the water bottom, from which a connecting pipe leads to the boiler, thus heating the water before it enters the boiler, by means of the descending heat and the radiation from the fire grate.

The heat now ascends on the outside of the boiler between it and the sheet iron jacket with which it is covered, and passes off at the chimney flue.

By this mode of generating steam, the calorific has been so thoroughly taken up and utilized that the hand may, with impunity, be placed on the pipe leading from the engine to the chimney flue. It will be readily understood that this peculiarity of construction gives large economy in fuel and the generation of steam. The engine resting on top of the boiler; the cylinder head being at one and the same time the bed plate of the engine and cover of the boiler; it naturally results that the cylinder is suspended within the steam dome. Of course no condensation can ensue, because the cylinder is just as hot as the steam; consequently only dry steam is being worked; and, as is well understood, dry steam affords more power with a given compass than that which is saturated with moisture.

Thus it will be clearly seen that the Baxter Engine possesses all the best points of steam engineering, so compacted together as to give results never attained in the construction of any motor.

The cut and advertisement will be found in our advertising columns.

Compressed Air vs. Horse Flesh.

An experiment was made in Chicago a few days since which, if successful, will completely do away with horses as a motive power for street railway cars. The Chicago Tribune has the following in reference to the new motor:

On a side track was an ordinary one horse car, attached to what seemed to be an ordinary baggage car, differing only from it in that a small platform at each end left a place for the driver, who attends to the simple wants of his engine by moving a lever, to stand. At the side of the dummy is a door, which, when opened, discloses the whole of the machinery. There is one tank, constructed of boiler iron, and tested to a pressure of 160 lbs. connected with a small tank, which, in turn, is connected with a couple of cylinders, acting as in a steam engine. The larger tank is filled from an air-pump, and a governor regulates the amount of air let into the smaller tank. The amount required for running the machine is only twenty pounds.

Having viewed the dummy, and exulted in it as a Chicago invention, a party of thirty got aboard the one horse car. Mr. Myers superintended the machinery, and away they went on the dummy track, going 2½ miles in eight minutes. Then the engine was reversed, and the party came back, the last mile being accomplished in 3½ minutes.

The company have drawn up a comparative estimate of cost between running a street car line with horses and compressed air, and give the proportion as six to one in favor of the latter.

The Birth of Railway Enterprise.

We cannot issue our publication of to-day without recording the fact that yesterday, 41 years ago, the first passenger railway in England was inaugurated, namely that between Liverpool and Manchester. On that day, sad by its local recollections, in the presence of George Stephenson, the engineer, the Duke of Wellington, Sir Robert Peel, Lord Brougham, and other distinguished parties, Wellington and Peel, after a four years' political quarrel, were reconciled by Peel, and in ten minutes afterward Huskisson, on the steps of the carriage, in conversation with his accompanying guests, was struck down at the Parkside station, midway between Liverpool and Manchester. Gloom, instead of rejoicing, was the signal to the honorable member's death, and in place of Liverpool being jubilant at the cost of an intended inauguration of a new system of locomotion, the town was in sorrow and too heart-broken to make any display. We only record the fact of these many years in the retrospect to show how strongly local feeling is involved, and how intensely that which belongs to a purely personal consideration identifies itself with an interest which, in the railway world at least, must be for ever enduring.—*Herapath, Sept. 16.*

The Tripartite Bridge.

Yesterday a meeting of the corporators of the Tripartite Bridge Company held a meeting, and transacted some routine business. It is thought that the Committee will be ready to open books for subscription to the capital stock about the first of October. If the cost does not exceed one million—and there is no reason why it should—the bridge will pay dividends from the beginning and the stock will doubtless soon rank among the best paying in the city. The original estimates of the work have been carefully revised by experienced engineers and builders, and it has been demonstrated that the entire expenditure need not exceed one million dollars. This is the maximum figure. Responsible builders will be found willing to take the contract at eight thousand dollars.

We are pleased to know that many capitalists are giving the project the attention it deserves, and all who investigate its claims favor it in the highest degree. When the enterprise comes to be fully understood there need be no doubt as to it receiving the amplest support.—*Pittsburg Chronicle Sept. 19.*

The York Springs, Dillsburg and Mechanicsburg Railroad Company has been organized by the election of Hon. Frederick Watts President, and Messrs. George L. Shearer, C. Bender, Harry McCormick, Thomas B. Bryson, Henry G. Moser and Edward M. Biddle Directors. The Mechanicsburg Journal says the building of the road will be commenced at an early date, and the impression is that an effort will be made to connect with the Miramar at Williams' Mill.

Notice to Contractors.

PENN. & SODUS BAY RAILROAD CO.,
CHIEF ENGINEER'S OFFICE,
SENECA FALLS, N. Y., Sept. 25th, 1871.
PROPOSALS for furnishing and laying the Iron and Ties on the graded portion of this Road, will be received at this office until noon of Wednesday, the 25th of October. Said portion consists of the Southern Division, 25 miles long, extending from Spencer, in Tioga county, through Tompkins county to the Seneca county line; and the Middle Division, 33 miles long, from the Seneca county line to Waterloo; in all about 58 miles. Proposals will be received for either or both Divisions, and are to be based on the following terms of payment, viz: twenty per cent. to be in the capital stock of the company; thirty per cent. in town bonds or cash, at the option of the company, and the remaining fifty per cent. in the first mortgage bonds of the Road. The Company reserves to itself the right to reject any or all bids that are not deemed consistent with their interests. Specifications may be procured by application to the undersigned. **ALFRED F. SEARS,**
3130 Chief Engineer.

Notice to R. R. Contractors.

PROPOSALS for grading and masonry for about twenty miles of the Nashua, Acton and Boston Railroad, will be received at the office of the engineers until the evening of the 23rd of October next. Proposals may be made for grading one or more sections into which the work will be divided. Profiles and specifications may be seen at this office. The corporation reserves the right to reject any or all proposals.
E. H. SPALDING, President.
NASHUA, Sept. 25, 1871.

Drawing Instruments, Paper, Tape Measures, &c.

Illustrated Catalogue sent by mail, 10 cents.

JAMES W. QUEEN & CO.,
924 Chestnut St., Philadelphia.
535 Broadway, New York.

Park Gate Iron Rails,

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ESTABLISHED IN 1852.

Billmeyer & Smalls,
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This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

A VALUABLE STEAM PUMP PATENT
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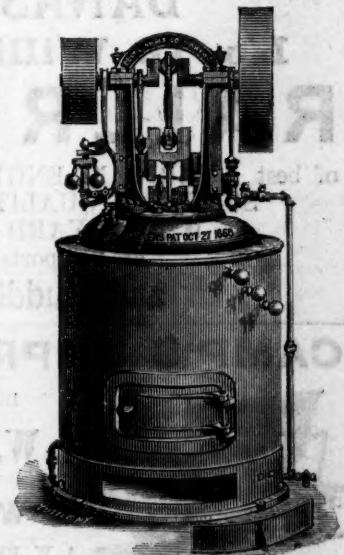
They are Driven by Compressed Air or Steam, and Bore at a Uniformly rapid rate, making a perfectly cylindrical hole, of the same size top and bottom in the hardest rock.

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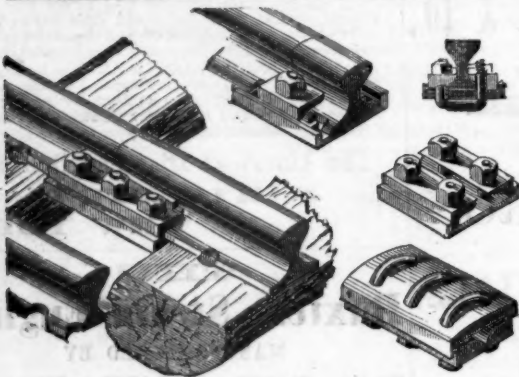
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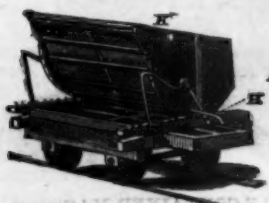


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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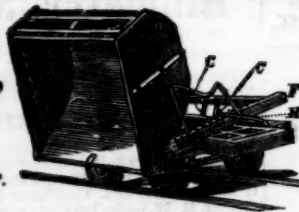


Fig. No. 2, Car Dumped.

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